

**RESOLUTION NO. 1095**

**A RESOLUTION ACCEPTING THE OREGON DEPARTMENT OF TRANSPORTATION DRAFT HEARING STUDY REPORT FOR THE WILSONVILLE ROAD AND STAFFORD ROAD INTERCHANGES AND REPEALING RESOLUTION NO. 1065.**

WHEREAS, the Transportation Master Plan, a component of the City of Wilsonville Comprehensive Plan, which plan has been duly adopted after public hearings indicates the need for the Wilsonville Road Interchange and the Stafford Road Interchange to be reconstructed in order to safely and efficiently accommodate existing and future anticipated increases in vehicular (private and commercial), bike, pedestrian and transit modes of transportation all in summary referred to as (services); and

WHEREAS, there is a clear and documented lack of adequate capacity at the Wilsonville Road and Stafford Road Interchanges to provide safe and efficient services; and

WHEREAS, the Urban Renewal Plan of the City includes an estimated sum of \$1,600,000 in matching funds to be applied toward the reconstruction of the Wilsonville Road Interchange to provide safe and efficient increases in services; and

WHEREAS, the Oregon Department of Transportation has prepared preliminary designs for the Wilsonville Road Interchange and the Stafford Road Interchange and has placed these projects in the current six year Highway Capital Improvement Program for the State of Oregon; and

WHEREAS, the Oregon Department of Transportation upon completion of the preliminary designs for the Wilsonville Road and Stafford Road Interchanges, held a public hearing within the City of Wilsonville on June 23, 1992, to unveil the proposed designs with the specific purpose to take public testimony, and

WHEREAS, subsequent to and at the public meeting there have been questions raised as to the adequacy of the design for the Wilsonville Road as proposed by the Oregon Department of Transportation to safely and efficiently accommodate the future anticipated services; and

WHEREAS, the Region 1 Engineer of the Oregon Department of Transportation

has furnished to the City of Wilsonville sufficient evidence that the adequacy of the design for Wilsonville Road Interchange will be addressed prior to completion of the final construction plans and specifications; and

WHEREAS, the proposed design for the Stafford Road Interchange has been found to be capable to provide safe and efficient increases in services and in accordance with the Transportation Master Plan of the City of Wilsonville; and

WHEREAS, the City's Traffic Advisory Commission at the February 17, 1994, meeting endorsed the acceptance of the Draft Hearing Study Report; and

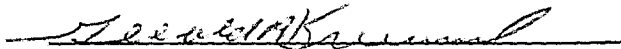
NOW THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City Council hereby accepts the draft Hearing Study Report for the Wilsonville Road Interchange and the Stafford Road Interchange (attached as Exhibit 'A') prepared by the Oregon Department of Transportation and dated June 1993.

2. The City Council hereby requests that the funding for the Wilsonville Road Interchange and the construction funding for the Stafford Road Interchange be as indicated in the current six-year ODOT Transportation Improvement Program.

3. The City Council hereby repeals Resolution No. 1065.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof on the 7th day of March 1994, and filed with the Wilsonville City Recorder this date.



GERALD A. KRUMMEL, Mayor

ATTEST:



VERA A. ROJAS, CMC/AAE, City Recorder

SUMMARY of Votes:

Mayor Krummel	<u>AYE</u>
Councilor Hawkins	<u>AYE</u>
Councilor Benson	<u>AYE</u>
Councilor Lehan	<u>AYE</u>
Councilor Sempert	<u>AYE</u>

**ENGINEERING DEPARTMENT**  
**STAFF REPORT AND RECOMMENDATION**

**DATE:** MARCH 7, 1994

**TO:** HONORABLE MAYOR AND CITY COUNCILORS  
CITY OF WILSONVILLE

**FROM:** MICHAEL A. STONE, P.E.  
CITY ENGINEER

**SUBJECT:** DRAFT HEARING STUDY REPORT FOR WILSONVILLE  
ROAD AND STAFFORD ROAD INTERCHANGES AND  
REPEAL OF RESOLUTION NO. 1056.

**Summary:**

On November 1, 1993, the City of Wilsonville adopted Resolution 1065 which accepted the draft Hearing Study Report for the Wilsonville Road and Stafford Road Interchanges as prepared by the Oregon Department of Transportation (ODOT). Staff now wishes to repeal a portion of Resolution No. 1065 and replace that Resolution with the one attached.

**Recommendation:**

Staff respectfully recommends that the City Council adopt the attached Resolution which will accept the draft Hearing Study Report for the Wilsonville Road Interchange and Stafford Road Interchange with revised findings.

**Discussion:**

In the Staff Report dated November 1, 1993, to the City Council, I outlined a concern that staff was having on the preliminary design for the Wilsonville Road Interchange as prepared by the Oregon Department of Transportation. The basis for this concern was information on the capacity of the proposed ODOT project for the Wilsonville Road Interchange in light of the increase of vehicular traffic and concerns outlined in reports prepared by the City's traffic consultant DKS Associates, Inc.

DKS Associates, Inc. being contracted with the City of Wilsonville, has prepared Traffic Impact Analysis for several projects in and around the Wilsonville Road / I-5 Interchange. In the completion of these reports it became evident that the proposed

design by the Oregon Department of Transportation would not adequately provide for the expected increase in vehicular volume along South West Wilsonville Road.

The Resolution (1065) was prepared which accepted the draft Hearing Study Report but asked that a re-evaluation of the interchange design be made prior to completion of the final construction plans and specifications. In conversations with the Oregon Department of Transportation, subsequent to the adoption to the Resolution, staff became aware that the provision requesting a re-evaluation would probably lead to a rejection of the Hearing Study Report by the Federal Highway Administration which would endanger funding, not only for the final design of the Wilsonville Road Interchange, but also the construction funding for the Stafford Road Interchange as both of these projects were contained within the singular Hearing Study Report.

Within the last several weeks, the City of Wilsonville staff, in cooperation with representatives of the Oregon Department of Transportation, have met and there appears to be an agreement in that the design of the Wilsonville Road Interchange needs to be re-evaluated in light of the rapid amount of development that has occurred within the City and the associated impacts on the interchange.

There has been an agreement between City staff and the Region 1 Engineer that the interchange design indeed needs to be re-evaluated. This agreement is outlined on the attached letter addressed to myself from Mr. Bruce Warner, the Region 1 Engineer.

At this particular time, given the amount of work that has been completed on Wilsonville Road interchange design and the anticipated amount of work that will be needed to re-evaluate the design, staff now wishes to accept the draft Hearing Study Report given the letter from Mr. Warner stating that the issue will be readdressed so that the Stafford Road Interchange funding will not be in danger.

At this time, there has been no representation from the Oregon Department of Transportation as to when the reevaluation of the interchange will be undertaken. However, staff will in the subsequent weeks be meeting with representatives of the Oregon Department of Transportation and the status of the agreements reached will be forwarded to the Council.

At the February 17, 1994, Traffic Advisory Commission, the consensus of the Commission was to agree with the request for the changes to the Resolution as I have outlined here.

Respectfully Submitted,



Michael A. Stone, P.E.  
City Engineer

MAS/dr

Attachment

February 4, 1994

Mike Stone, City Engineer  
City of Wilsonville  
8445 S.W. Elligsen Road  
Wilsonville, Oregon 97070

DEPARTMENT OF  
TRANSPORTATION

Region 1

Subject: Wilsonville Road Interchange  
Pacific Highway (I-5)  
Clackamas County

FILE CODE:  
C603-1951

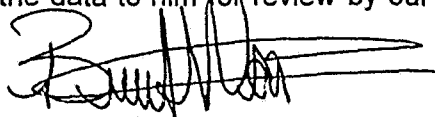
It is my understanding that the City's traffic consultant, DKS, has developed information indicating ODOT's traffic projections for the Wilsonville Road Interchange may be in error. This, in turn, has raised concerns that the design for reconstructing the interchange may be inadequate.

ODOT is interested in reviewing this information and following up that review with discussions with City staff and your consultant. We share your concern that the project should not proceed as designed if it will not function adequately through the design year of 2015.

The Revised Environmental Assessment (REA) for both the Wilsonville Road and Stafford interchanges has been approved. The Hearing Study Report (HSR) will be signed once the local jurisdiction resolutions are incorporated. In the interest of keeping the Stafford job on schedule, I would ask that the City proceed with a resolution supporting the recommendations of the HSR. The HSR and REA can then be distributed and the Stafford project can enter final design.

As that occurs, ODOT can review DKS' data and coordinate further with the City. If we agree that the current design for the Wilsonville Road Interchange is not adequate, there will be a need for additional design work, coordination with the technical and citizens advisory committees, and possibly supplemental environmental impact analysis and documentation. This would be preferable, however, to providing a facility that fails by design to meet the needs of the community and the traveling public.

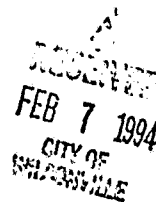
In short, ODOT is committed to working with the City to address the concerns regarding the current design and, to that end, would like to review whatever information you or DKS have on current and future traffic volumes in the area of the interchange. Dave Simpson will continue to be our contact for the project and I would ask that you send the data to him for review by our traffic staff. Dave can be reached at 731-8236.



Bruce A. Warner, P.E.  
Region Manager

BAW:DS:po

cc: Dave Simpson



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FAX (503) 731-8259

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EXHIBIT A

# HEARING STUDY REPORT

## WILSONVILLE ROAD INTERCHANGE

IR-5-5(104)283

and

## STAFFORD INTERCHANGE

IR-5-5(101)286

Pacific Highway #1 (I-5)  
Washington and Clackamas Counties, Oregon

June 1993

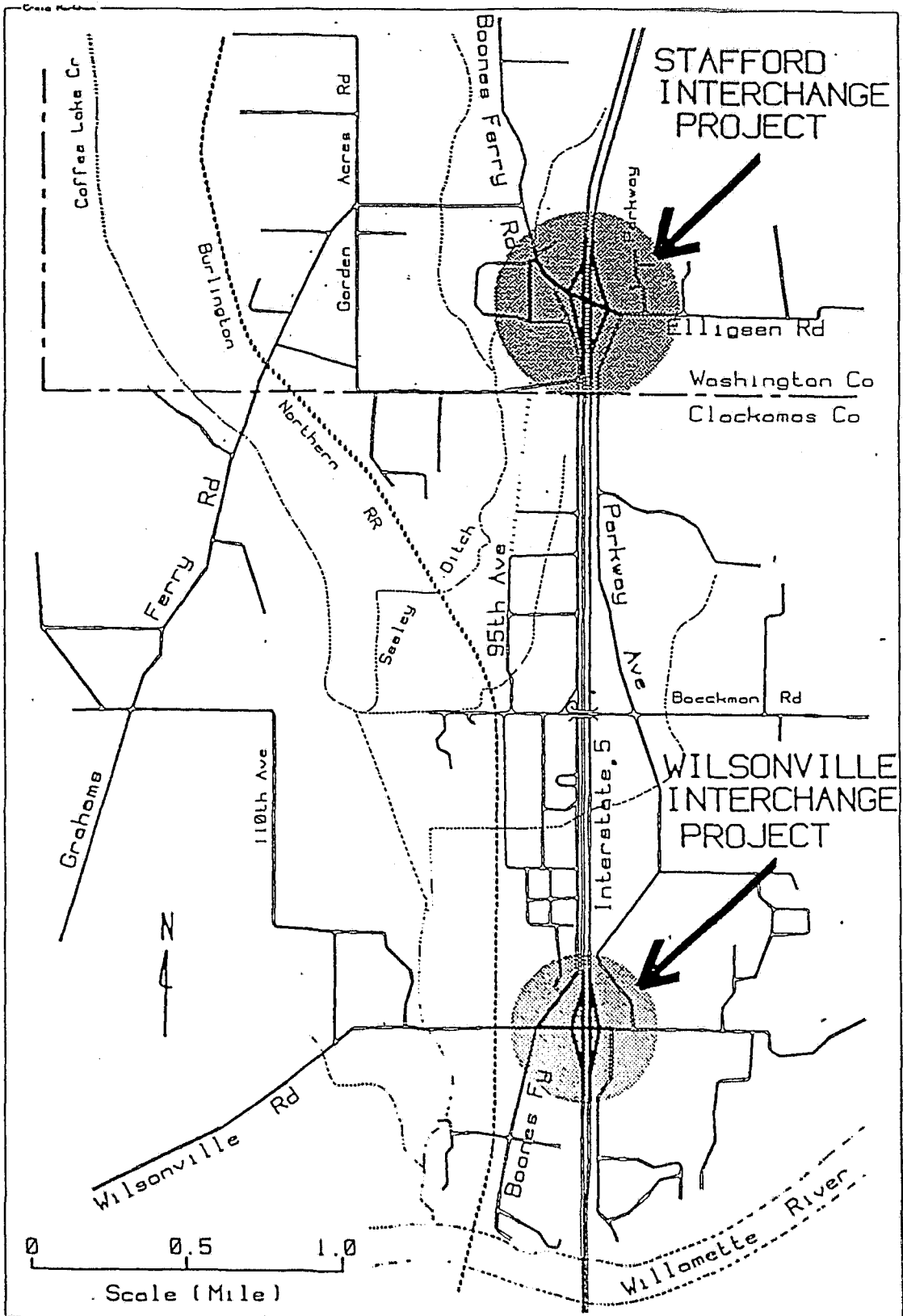
**OREGON DEPARTMENT OF TRANSPORTATION**

**REGION 1**

**HEARING STUDY REPORT**

**Wilsonville Road and Stafford Interchanges  
Pacific Highway (I-5)  
Clackamas and Washington Counties**

**Environmental/Major Projects Unit  
Dave Simpson**



**Project Vicinity**



## RECOMMENDATION

The Oregon Department of Transportation (ODOT) recommends improving Interstate 5 Freeway access in the City of Wilsonville by reconstructing the Wilsonville Road and Stafford interchanges to increase capacity and enhance traffic circulation. The projects would include modifications and improvements to surface streets in the vicinity of the interchanges. The City is developing other local street improvements in anticipation of these proposed ODOT projects.

The Wilsonville Road and Stafford proposals were the subject of a formal public hearing held on June 23, 1992. The recommended designs are based on testimony received at the hearing as well as input received during the project development process from public agencies, the Citizens Advisory Committee, and the general public. The testimony was nearly unanimous in favor of the proposed build alternatives. Most comments centered on the schedule and funding of the two projects, requesting that they be expedited to allow construction to begin as soon as possible. No major changes to the designs are proposed as a result of the comments received. The recommended alternatives will meet the projects' goal of increasing the capacity of the two interchanges to accommodate increasing traffic volumes and to maintain acceptable levels of service on I-5 to the year 2015.

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## HEARING STUDY REPORT

### Pacific Highway (I-5) Wilsonville Road and Stafford Interchanges Clackamas and Washington Counties

#### Introduction

The proposed projects would rebuild the Wilsonville Road and Stafford interchanges on I-5 in the city of Wilsonville, Oregon. The Wilsonville Road interchange lies within Clackamas County, the Stafford Interchange is in Washington County (see vicinity map, page i). The existing interchanges are of a standard diamond configuration. The crossing arterials (Wilsonville Road and Elligsen Road) have two lanes with left-turn refuges at the interchange ramps and right-turn lanes to the on-ramps. Interstate 5 in this area carries high volumes of commercial/industrial, commuter, and through traffic.

The project Environmental Assessment (EA) was published in May 1992, and a public hearing was held on June 23, 1992. This Hearing Study Report summarizes the projects' development and responds to the testimony from the hearing providing a basis for selecting either the build or no-build alternative at each interchange location.

#### Project Purpose and Need

##### Purpose

The purpose of these projects is to increase the capacity of the Wilsonville Road and Stafford interchanges to accommodate increasing traffic volumes generated by urban development, and to maintain acceptable levels of service on Interstate 5 through the year 2015.

Both projects are included in the City of Wilsonville's Comprehensive Plan and the City is developing complementary projects on the local street system.

##### Need

The projects are needed because the existing freeway interchange structures limit the capacities of the crossing local roads which are becoming heavily congested as urban development increases traffic in the Wilsonville area. Interstate 5 is also expected to eventually require additional lanes to accommodate the traffic. These lanes may not be needed before the project design year of 2015; however, interchange overpass

structures normally have a design life of 50 years. Therefore, each project is designed to accommodate future freeway widening.

The three signalized intersections at or near Wilsonville Road Interchange currently operate at Level of Service (LOS) "C", or better, during the A.M. peak hour. The P.M. peak-hour sees some congestion, with operation at LOS "D" at Boones Ferry Road and both ramp terminal intersections. Delays occur westbound at the east ramp terminal, eastbound between Boones Ferry Road and the west ramp terminal, and northbound at the unsignalized Parkway Avenue intersection just east of the interchange.

At Stafford Interchange, major congestion occurs during the A.M. peak hour between the southbound I-5 exit ramp and eastbound Elligsen Road on the structure over I-5. Vehicle queuing on the exit ramp extends onto the freeway shoulder for about 20 minutes during the morning peak, and unacceptable midday operation also occurs between 11 a.m. and 2 p.m. During the P.M. peak hour, excessive congestion occurs on the westbound Elligsen Road approach to the east ramp terminal. Congestion also occurs on Boones Ferry Road south of the interchange due to the close proximity of the Boones/Elligsen intersection and the southbound ramp terminals.

By the year 2015 (the project design year), based on regional population and employment projections and the completion of other elements of the Regional Transportation Plan, traffic volumes through the Stafford Interchange are expected to more than double (25,000 in 1990; 60,000 in 2015), with Wilsonville Road Interchange volumes nearly doubling (23,600 in 1990 to 40,800 in 2015). These increases will yield unacceptable levels of service on the existing facilities.

## Project Development

### Advisory Committees

A Citizens Advisory Committee (CAC) and a Technical Advisory Committee (TAC) were established to provide public and technical review of study data, design guidance, and to function as a coordination point for all involved agencies and between the study and the public.

The 15 members of the CAC represented business, residential, and civic interests in the projects' vicinity. The TAC included representatives of the City of Wilsonville, Washington County, Clackamas County, Federal Highway Administration, Oregon Department of Environmental Quality, and ODOT engineering, environmental, traffic and right-of-way staffs.

Through a series of meetings, each committee reviewed the design options developed for the project and made recommendations concerning the alternatives that would be advanced to the environmental document.

### Public Meetings

Two public meetings were held during the alternative development phase to hear public concerns and receive comments on the various design proposals. An additional public meeting was held following publication of the EA to review the document and the proposed build alternatives.

### Project Goal & Objectives

To guide in the development and selection of alternatives, the following goal and objectives were adopted by the CAC and TAC in January 1987:

Goal: To improve access to I-5 to accommodate future growth in the Wilsonville area while not affecting the capacity of I-5.

#### Objectives:

1. The design should be compatible with the future plans for a westside bypass.
2. The design should minimize impacts on residential and commercial properties.
3. The design should be compatible with the proposed connection to Canby from the Charbonneau Interchange.
4. The design should provide bike lanes and pedestrian walkways that conform with local plans and statewide standards.
5. The design should be compatible with local street improvement plans.
6. The design should be compatible with a proposed Boeckman Road Interchange.

## Alternatives

### Stafford Interchange

No-Build Alternative - The No-Build Alternative would maintain the existing configuration and capacity of the interchange. Congestion would increase as urban development continues. Traffic queuing on the freeway exit ramps would increase and begin to affect operation of the freeway, exacerbating the situation which is now occurring during the A.M. peak hour. More intensive traffic demand management and transit programs would be needed to maintain acceptable levels of service.

Build Alternative (Fig. 1) - The Build Alternative would:

- ◆ Widen the existing Elligsen Road overpass structure to four travel lanes and would add right-turn lanes at the on-ramp approaches. Bicycle lanes would be provided on Elligsen Road (which joins Boones Ferry Road west of I-5) and a sidewalk would be constructed on the south side of the structure and along the Holiday Inn frontage between the interchange and Commerce Circle.
- ◆ Relocate and lengthen all existing ramps to provide greater traffic storage capacity and to increase acceleration and deceleration distances. The relocated southbound on-ramp would close the section of Boones Ferry Road between its merge with Elligsen Road and Ridder Road to the south (in this area, Boones Ferry Road is a north-south frontage road parallel to I-5), requiring the construction of cul-de-sacs on Ridder Road and Commerce Circle at their current intersections with Boones Ferry Road. The City of Wilsonville plans to functionally replace this Boones Ferry Road connection by constructing 95th Avenue south from Commerce Circle (see below).
- ◆ Add loop ramps for the westbound Elligsen Road to southbound I-5 and eastbound Elligsen Road to northbound I-5 movements. This would eliminate the existing left turns from Elligsen Road.
- ◆ Construct a new roadway (95th Avenue) between Boones Ferry Road and the south leg of Commerce Circle to replace access for businesses currently using Boones Ferry Road (the section to be closed) for access. In a separate project, the City of Wilsonville has extended 95th Avenue south from Commerce Circle to Hillman Court, as noted above.

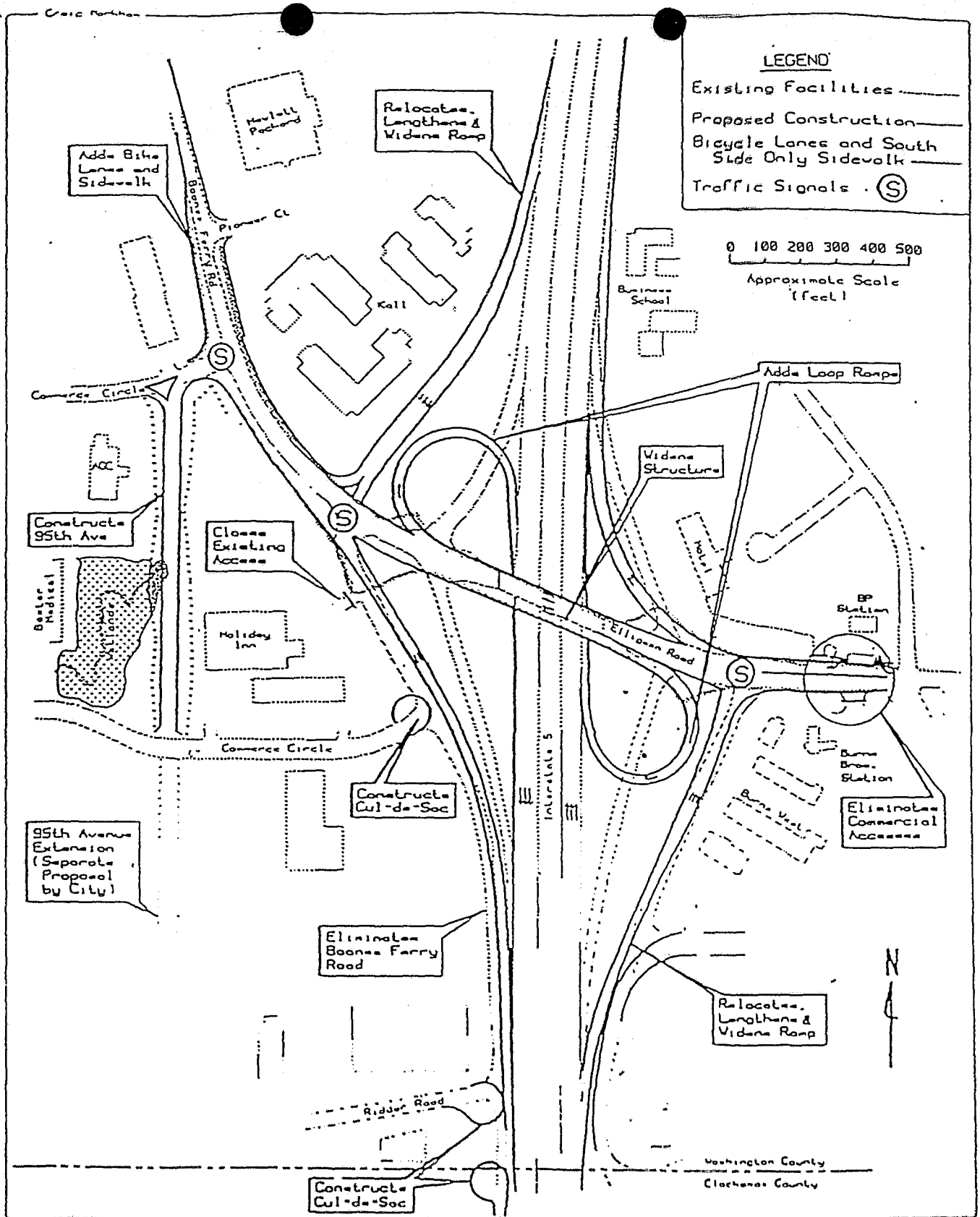


Fig. 1- Proposed Stafford Interchange

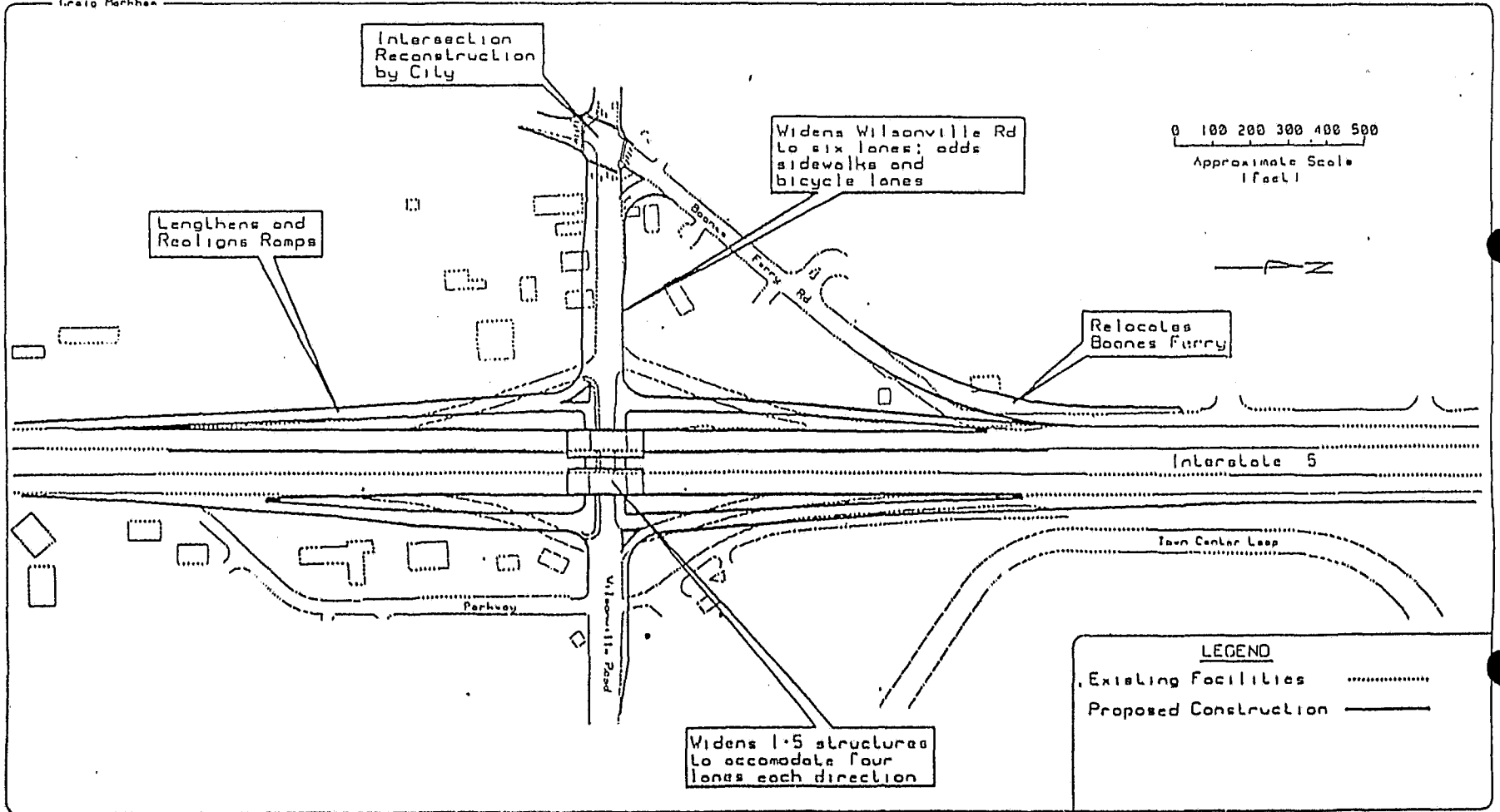


Fig. 2- Proposed Wilsonville Road Interchange



- ◆ Upgrade the two existing signals at the ramp terminals and construct an additional traffic signal at the new Boones Ferry/95th Avenue intersection.
- ◆ Install ramp meters on the on-ramps to regulate the flow of traffic onto I-5.

### Wilsonville Interchange

No-Build Alternative - The No-Build Alternative would maintain the existing design and capacity of the interchange. Congestion would increase as urban development continues, and traffic queuing on the freeway exit ramps would eventually back up onto the outside travel lanes of the freeway reducing the capacity and safety of the freeway. The limited width of the opening beneath I-5 would preclude further widening of Wilsonville Road.

Build Alternative (Fig. 2) - The Build Alternative would:

- ◆ Replace the two three-lane freeway structures with wider, longer structures to allow future addition of one more (center) freeway travel lane in each direction and to accommodate widening of Wilsonville Road beneath.
- ◆ Widen Wilsonville Road to two travel lanes in each direction with side-by-side left-turn lanes (between the interchange ramps) plus bicycle lanes and sidewalks.
- ◆ Lengthen ramps for greater storage capacity and greater acceleration and deceleration distances.
- ◆ Require redesign of the Wilsonville Road/Boones Ferry Road intersection (under a separate City project) to support the improvements at the interchange.
- ◆ Prohibit left turns on Wilsonville Road between Boones Ferry Road and Town Center Loop West through the use of a raised median.
- ◆ Install ramp meters on the on-ramps to regulate the flow of traffic onto I-5.

## Funding and Cost

The projects are funded by the National Highway System (NHS), the program which covers reconstruction or rehabilitation on the interstate highway system. The program provides approximately 90 percent federal funding to be matched by State funds of roughly 10 percent of the project cost. No local funds will be used to build either project, although locally-funded projects are being developed to complement the improvements to the interchanges.

In ODOT's 1993-1998 Six Year Transportation Improvement Program (TIP), adopted in July 1992, the Stafford Interchange is funded for construction beginning in fiscal year 1995. The 95th Avenue portion of that project is funded earlier to begin construction in fiscal 1994. The Wilsonville Road Interchange is funded through the completion of final plans, the last step prior to construction, in 1994.

At the time of the project public hearing, ODOT was in the process of developing the 1993-1998 TIP. The existing 1991-1996 TIP allocated funds for construction of Stafford Interchange in 1994. Wilsonville Road Interchange was funded through the final environmental document. As is noted later in this report, most of the hearing comments were requests to keep the 1994 funding for construction at Stafford and allocate full funding for construction at the Wilsonville Road Interchange.

The estimated project costs are summarized below:

<u>Stafford Interchange</u>	
Construction	\$8.5 M
Right-of-Way	<u>\$500,000</u>
Total	\$9.0 M
<u>95th Avenue</u>	
Construction	\$820,000
Right-of-Way	<u>\$1.45 M</u>
Total	\$2.27 M
<u>Wilsonville Road Interchange</u>	
Construction	\$12.6 M
Right-of-Way	<u>\$2.7 M</u>
Total	\$15.3 M

A project to repair an area of pavement subsidence on I-5 at M.P. 287, just north of Stafford Interchange, will be built in conjunction with the Stafford project. Its cost is estimated at \$800,000.

Public Hearing

A formal public hearing in regard to each interchange and the Environmental Assessment was held on June 23, 1992, at the City of Wilsonville Community Development building with approximately 70 people attending. The hearing was chaired by Don Adams, Region 1 Engineer. Copies of the Environmental Assessment and maps of the proposed designs were available prior to and at the hearing. Ten people testified at the hearing and a number of letters were also submitted as testimony.

Hearing Testimony

Much of the testimony given concerned the scheduling of the projects. Support for their construction was nearly unanimous. The Department of Land Conservation and Development (DLCD) questioned the projects' compatibility with the new Statewide Planning Goal 12 - the "Transportation Planning Rule". Specifically, DLCD questioned whether the interchange would promote increased use of single-occupancy vehicles at a time when the state is trying to reduce vehicular miles or travel (VMT) per capita in metropolitan areas. A number of other comments included rebuttals to this position in their testimony. The few comments on the proposed alternatives were in reference to specific components of the designs and their impacts to existing development. Testimony is summarized below:

Summary of Testimony

	Schedule Comments	Project Support		Non Support	Comments on EA
		Design Comments	Relocation Process		
Oral	6	3	1		
Written	7	2		1	1
Total	13	5	1	1	1

Individuals or agencies that submitted both oral and written testimony are tallied once in the above summary. Also, many of those whose primary comments were in regard to schedule also included "rebuttal" statements in reference to the one comment which did not support the projects.

The comments in regard to the project schedule requested that ODOT fund construction of the Stafford Interchange beginning in fiscal 1994 and allocate construction funds for the Wilsonville Road Interchange within the time frame of the 1993-1998 TIP. The outgoing 1991-1996 TIP had allocated funds for Stafford in 1994 and those testifying opposed moving the project to 1995, as proposed in the preliminary version of the 1993-1998 program. This preliminary program proposed funding the Wilsonville Road Interchange through final plans with no allocation for construction. Requests were also made to construct 95th Avenue beginning in 1993, as opposed to the 1994 start-up proposed in the preliminary program.

As noted in the Funding and Cost section of this report, the 1993-1998 TIP was subsequently adopted as proposed for these projects.

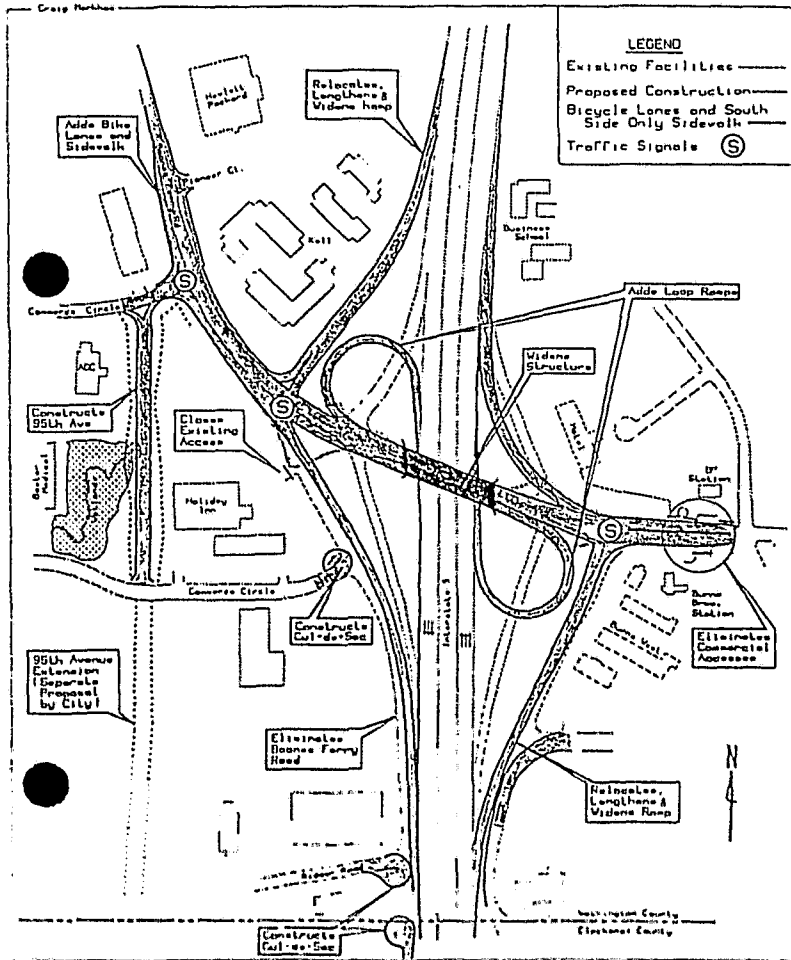
### Summary and Conclusion

The build alternatives would meet the projects' goal of improving access to I-5 to accommodate future growth in the Wilsonville area while not affecting the capacity of I-5.

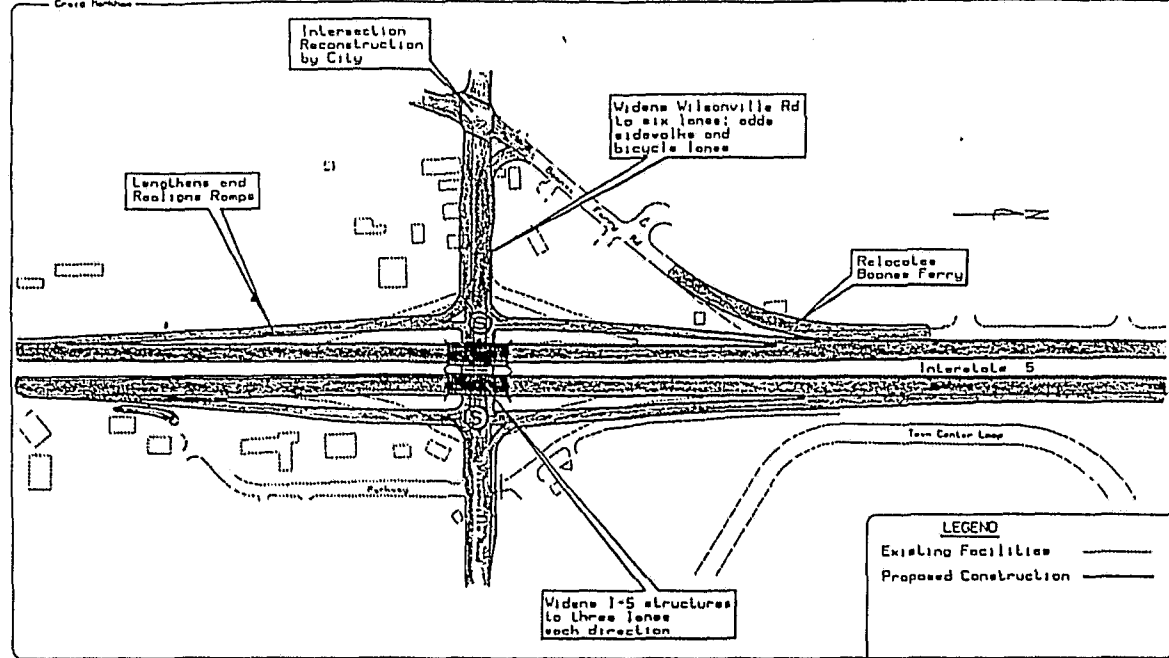
The No-Build alternatives would not meet the project goal and would conflict with the Comprehensive Plan and road-building commitments of the City of Wilsonville.

In regard to the Transportation Planning Rule, it is ODOT's determination that comments are more applicable to transportation systems plans than to specific transportation projects. The Transportation Planning Rule (TPR) requirements dealing with required reductions in VMT per capita and the promotion of demand management techniques apply to transportation systems plans which jurisdictions (including Wilsonville and Metro) are required to adopt by 1995. The projects which are developed from those plans will be consistent with the Transportation Planning Administrative Rule (TPR). Until then, only those projects requiring a plan amendment and/or goal exception will be subject to scrutiny under the TPR. Neither project being considered requires a plan amendment or goal exception.

As to the individual requests for design changes, some will be considered further in the final design phase as noted in the Comment and Response section, Appendix C. Responses to all hearing comments are contained in this section.



PROPOSED STAFFORD INTERCHANGE



PROPOSED WILSONVILLE ROAD INTERCHANGE

OREGON DEPARTMENT OF TRANSPORTATION  
 CORRIDOR/DESIGN HEARING MAP  
**WILSONVILLE ROAD & STAFFORD INTERCHANGES**  
 PACIFIC HIGHWAY(I-5)  
 CLACKAMAS/WASHINGTON COUNTIES  
 JUNE 1992

APPENDIX A  
LOCAL JURISDICTION RESOLUTIONS

APPENDIX B  
HEARING COMMENTS AND RESPONSES

## HEARING COMMENTS AND RESPONSES

1. Comment: The Stafford Interchange reconstruction should be funded for construction in fiscal year 1994, in ODOT's 1993-1998 Six-Year TIP, for the following reasons:

- The 1991-1996 TIP had the interchange project scheduled for 1994;
- Safety concerns should be addressed as soon as possible;
- The rebuilt interchange will greatly improve overall traffic operations within the city of Wilsonville;
- The Wilsonville Transportation Master Plan, adopted in 1991, recommends that the interchange be improved prior to 1995, and includes local street projects to complement the interchange improvements;
- Truck traffic at the interchange is already heavy and continues to increase with commercial/industrial development;
- The City has recognized in its comprehensive plan the need for improvement of the interchange since 1981.

Response: Construction cannot begin early in 1995 because of the time required to complete remaining environmental design and right-of-way acquisition work and to obtain all necessary approvals and permits.



2. Comment: The Boones Ferry-Commerce Circle section of 95th Avenue should be funded for construction in 1993 for the following reasons:

- The City has worked with local property owners and the State Economic Development Department and has obtained funding to construct the remaining portion of 95th - between Hillman Court and Commerce Circle - and had hoped that given that local commitment, ODOT would be able to begin work on its section of 95th by 1993. The City's section provides little benefit without completion of ODOT's section;
- A solid waste transfer station is to be built in the area. The City has made the construction of 95th Avenue and the reconstruction of Stafford Interchange a condition for the development of this facility. Any delay in ODOT's schedule delays the transfer station;
- It is important that the City and ODOT work cooperatively to construct planned improvements on a timely basis;
- High volumes of trucks on Boones Ferry Road and their difficulties accessing Elligsen Road dictate that 95th needs to be constructed as soon as possible to improve safety and facilitate movement of goods.

Response: As with the Stafford Interchange schedule, the work remaining to be done in design and property acquisition results in a ready

date beyond the funding year requested (in this case, 1993). The current schedule calls for the project to be ready to go to contract in early 1994, and the 1993-1998 TIP allocates funding in that year. Time requirements of property acquisition will not allow compression of the schedule to accelerate construction.

3. Comment: The Wilsonville Road Interchange should be funded for construction in the 1993-1998 TIP for the following reasons:

- The City has plans to improve Wilsonville Road, Parkway Avenue and Boones Ferry Road on either side of the interchange which will require completion of the ODOT project to operate efficiently;
- Existing congestion problems will get worse as commercial and residential development continues;
- The modified interchange will greatly improve traffic operations within Wilsonville;
- The Wilsonville Transportation Master Plan recommends that the interchange be improved prior to 1995.

Response: The 1993-1998 TIP provides funds to carry the project through the completion of final plans, the final step prior to letting a construction contract. This work will be complete by early 1995. The Six-Year Plan will be updated again beginning in late 1993, and the Wilsonville Road Interchange will again be considered for construction funds along with other proposed projects throughout the state.

4. Comment: The Wilsonville urban renewal plan would allocate \$4.4 million to local projects directly related to ODOT's planned improvements at the two interchanges and 95th Avenue.

Response: ODOT supports the City's proposed transportation improvements in conjunction with the interchange projects.

5. Comment: The grade and superelevation of the ramps at Stafford Interchange need to be improved to better accommodate truck movements (acceleration, deceleration, and turning).

Response: The design for the interchange reconstruction will improve the geometrics of the existing ramps and provide additional free-flow on-ramps to better handle the high volumes of trucks and turning movements by cars and trucks.

6. Comment: The City's current bikeway plan designates both Wilsonville Road and 95th Avenue as bicycle routes. ODOT is requested to include bike lanes in their design for these two streets.

Response: Shoulder bike lanes are included in the design for the sections of Wilsonville Road and 95th Avenue that will be improved by ODOT. Additionally, shoulder bike lanes will be provided on the section of Elligsen Road/Boones Ferry Road affected by the Stafford Interchange project.

7. Comment: The removal of Parkway Avenue between Parkway Center Drive and Elligsen Road - a component of the Stafford Interchange - will make access to JB's Restaurant and Moyer Theaters circuitous by requiring traffic to use Parkway Center Drive,

which accesses Elligsen some distance to the east. The design for the northbound off-ramp should be modified to allow the option of turning into the Burns Bros. complex, or going on to Elligsen, or modified to feed all traffic directly to Parkway Center Drive.

Response: Routing the ramp directly to Parkway Center Drive would require all exiting northbound traffic to go around the loop to get to Elligsen. Parkway Center Drive and its intersection with Elligsen are not adequate to carry the high volumes of traffic using the ramp. This configuration would also be confusing and frustrating to motorists who would not expect to be routed approximately 1000 feet away from the freeway to access the crossing arterial (Elligsen), particularly those with destinations west of I-5.

An optional lane into the Burns Bros. complex would require considerable new right-of-way from that property and extension of the off-ramp further south to allow adequate deceleration distance. This would likely require further removal or relocation of Parkway Avenue south of Parkway Center Drive. Given the comparatively low volume of traffic expected to use such a connection, the costs and impacts would exceed the benefits. Additionally, driver expectancy is for exit ramps to provide access to surface streets, which then allow access to individual properties. Direct property access from interstate freeways or their interchange ramps conflicts with this expectancy and would result in operational problems on the ramp and eventually the freeway itself.

In order to make it easier for traffic to find Parkway Avenue (via Parkway Center Drive) from Elligsen, signing will be placed on Elligsen to provide direction to the new route.

8. Comment: My rental business on Wilsonville Road will lose its access and be relocated if the project is approved. I am concerned about cash flow, security, and compatibility of my business with its neighbors in any new location. I am also concerned about the payment schedule in ODOT's relocation brochure, which does not appear to have been updated since 1970.

Response: The Relocation Act has been updated in the last two years, so the payment schedule is different than discussed in the brochure. If relocation is necessary, ODOT will work with the owner to ensure that the new site will be acceptable for the business in all respects.

9. Comment: The extension of the northbound off-ramp at the Wilsonville Road Interchange will impact roughly 30 parking spaces at the Kopper Kitchen restaurant due to the slope from the ramp. This parking is critical to operation of the business. Placing a retaining wall along the ramp to reduce or eliminate slope impacts should be considered.

Response: ODOT will consider this suggestion during the project's design phase. Cost-effectiveness will determine whether the wall is installed. If the wall can be constructed for less than the estimated cost of acquiring property for the slope, it will be included in the design.

10. Comment: The City of Wilsonville looks forward to reviewing the proposed wetland mitigation plan for the Stafford Interchange. The City has recently completed a field inventory of natural areas including wetlands and would be happy to coordinate with ODOT and/or others regarding mitigation.

Response: The wetland mitigation plan will be included in the revised environmental assessment and will be presented for review and approval to the City and appropriate regulatory agencies.

11. Comment: The City is concerned over the potential loss of parking spaces at the AGC building and the Holiday Inn (due to construction of 95th Avenue). The City is willing to work with both the property owners and ODOT on access and parking problems for affected properties.

Response: The constraints of the project's funding source will require ODOT to consider these issues solely from the standpoint of reducing compensable damages to the properties. Within those constraints, ODOT will work with the property owners and the City to address these concerns.

12. Comment: Holiday Inn has concerns about potential loss of parking and the change in access from Boones Ferry Road to 95th Avenue.

Response: Please refer to last response.

13. Comment: The southbound off-ramp at Stafford Interchange backs up onto the freeway at peak travel periods. This safety problem needs to be addressed as soon as possible.

Response: As with the comment regarding the Stafford Interchange schedule, the project will not be able to go to construction prior to fiscal 1995. However, in regard to the queuing problem at the off-ramp, ODOT has widened and extended the ramp to provide additional storage until the reconstruction project gets underway.

14. Comment: The intersections of Boones Ferry Road, Commerce Circle (north) and 95th Avenue should be designed to make 95th/Boones Ferry the primary, signalized intersection with the 95th/Commerce Circle intersection secondary. The drawings should be revised to show this (and to make turn movements clearer) in the Revised Environmental Assessment.

Response: The intersection has been designed, as stated above, with 95th/Boones Ferry being the primary intersection. Right turns will be allowed onto Commerce Circle from southbound 95th. Left turns from northbound 95th to Commerce Circle (north) will not be allowed. Right and left turns will be allowed from Commerce Circle to 95th Avenue. The drawing will be revised in the REA.

15. Comment: The construction of 95th Avenue between Boones Ferry Road and Commerce Circle (south) should be scheduled so that this connection is completed prior to closure of Boones Ferry Road between Elligsen and Ridder roads.

Response: The 95th Avenue work has been separated from the rest of the Stafford Interchange project in ODOT's 1993-'98 Six-Year TIP and funded for construction one year earlier. Stafford is funded

in 1995, 95th in 1994. ODOT agrees that Boones Ferry Road cannot be closed until its replacement, 95th Avenue, is in place.

16. Comment: The Environmental Assessment makes no mention of the loss of access to Wilsonville Road for properties not on Wilsonville Road. Approximately six acres of property which currently has easement access (through other private property) to Wilsonville Road would be landlocked by the control of access between I-5 and Boones Ferry Road.

Response: ODOT will look at ways of providing alternative access to these properties. If alternative access is not possible, ODOT may have to purchase the parcels.

17. Comment: Even though the Wilsonville Road Interchange improvement has not been funded for construction, an approximate schedule through the acquisition of needed right-of-way would be helpful.

Response: ODOT's current schedule estimates completion of the Revised Environmental Assessment in March 1993. Detailed design work to identify property needs would then begin, followed by the preparation of descriptions for the property to be acquired. Right-of-way acquisition is scheduled to begin in February 1994 and be completed in February 1995.

18. Comment: The City of Wilsonville commented that the proposed improvements at the two interchanges are consistent with the Wilsonville Comprehensive Plan and the City's Transportation Master Plan (1991).



Response: Comment noted.

19. Comment: The Oregon Department of Land Conservation and Development (DLCDC) recommends that the EA be revised to consider other alternatives consistent with the Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP), specifically:

- The EA should include additional information on the development and commuting patterns that create the need for the projects to help evaluate other ways to meet these needs and whether the proposed improvements would accelerate development in the area;
- The EA should evaluate whether a combination of improved transit service, demand management (TDM) measures and minor road improvements would provide an adequate level of service at these two interchanges;
- The EA inappropriately assumes that the Western Bypass will be built. ODOT should evaluate the traffic implications on the interchanges from each of the bypass study alternatives;
- If reconstruction is determined to be the most appropriate alternative, measures should be considered to mitigate the project's likely effect of increasing single occupancy vehicle commuting, such as conditioning construction on establishment of employer-based TDM programs, provision of park and ride lots at one or both interchanges,

and assuring that the improvement designs provide for convenient and efficient transit service.

Response: The TPR identifies two levels of planning - systems level planning and project level planning. Metro is required to complete its system plan by 1995, and all other jurisdictions in the Portland metropolitan area are required to complete their transportation system plan by 1996. The system plans will include policies to promote a multi-modal, interconnected transportation system that reduces reliance on single-occupancy vehicles. They will also identify the transportation needs of the community, identify transportation projects and programs to respond to those needs, and identify the relationship between the local, regional, and statewide transportation plans. The system plans will provide the mechanism for analyzing tradeoffs among travel modes and improvements, and for deciding how to optimize the use of scarce resources. They will provide the overall context for individual projects. DLCD asks ODOT to analyze whether increased transit service, demand management measures, or minor road improvements would prove to be better solutions than the proposed interchange projects. At this time, however, the TPR does not require ODOT to consider alternative solutions to meet identified transportation needs relative to individual projects. DLCD's comments are more applicable to the Wilsonville and Metro transportation system plans than to specific transportation projects. The TPR requirements do not apply to projects until after system plans are complete unless the project requires a plan amendment and/or goal exception and it significantly affects the planned function, capacity, and/or level of service of a transportation facility. Neither of the interchange

projects will require an amendment to the local comprehensive plan or the RTP, or a goal exception.

As to the design of the interchanges, each will be designed to accommodate large vehicles such as buses and freight trucks.

In regard to the Western Bypass, it is correct that the traffic projections assume the bypass will be built. This was done to ensure that additional improvements at the interchanges would not be required later due to the proposed bypass. However, making this assumption resulted in no significant changes to the designs.

20. Comment: The DLCD comments are not appropriate for these projects for the following reasons:

- The TPR should be applied to the City or County transportation plan and any revisions or updates to those plans. The City adopted its Transportation Master Plan in July 1991, after review and comment by various agencies, including DLCD. The correct standard to judge the EA by would be the adopted transportation plans of the City, Washington and Clackamas counties and Metro;
- The City's transportation plan includes the proposed interchange improvement.
- The City operates its own transit system and is working with Tri-Met to improve service between Wilsonville and

Portland. The City is also working to develop two park and ride lots in conjunction with ODOT improvements to the I-5 interchanges;

- Wilsonville is not a bedroom community but a major distribution center with heavy truck traffic that cannot be accommodated through improved transit or pedestrian/bike accommodations;
- The City has been proactive in addressing the TPR by creating a bikeway task force and developing a master plan for pedestrian and bikeways as an element of the transportation system plan required under the TPR;
- The City's Transportation Master Plan includes a transportation demand management program;
- Metro and the other jurisdictions in the area are just beginning to figure out a way of addressing how to reduce vehicle miles of travel per capita - on a regional level. To stop a project now before we even know how to address it on a regional level is inappropriate.

Response: As noted in the previous response, ODOT's position is that at this time, the TPR does not require consideration of alternative solutions to meet identified transportation needs in regard to individual projects.

21. Comment: Use of I-5 is exceeding DEQ noise standards for residential areas. The City encourages noise barrier walls near residential uses at the Wilsonville Road Interchange.

Response: In the area affected by the interchange project, 12 apartment units, two motels and seven other commercial buildings are impacted by traffic noise during the existing peak noise hour. In the year 2015, only these same buildings are predicted to be noise-impacted. Noise barriers would block the visibility of commercial properties and are not recommended for these areas. Construction of an earth berm 800 feet long and 16 feet high was considered for the frontage along Boones Ferry Village to reduce the outdoor noise levels for 12 apartments. However, six second-floor apartments would remain noise-impacted, and the berm would exceed the cost-effectiveness criterion for construction. Therefore, the berm is not included in the design.

22. Comment: As the "gateways" to the City of Wilsonville, the interchanges should be designed to protect, enhance and improve the City's image. The design, landscaping and overall appearance of the interchanges are important considerations for ODOT and the City. The City looks forward to coordinating the final-design and landscape plans with ODOT.

Response: ODOT will coordinate with the City and other appropriate agencies at various stages of design preparation for review and concurrence on design features.

23. Comment: The hearing map incorrectly shows the freeway structures at the Wilsonville Road Interchange being widened to three lanes in each direction. They are now three lanes wide and will be widened to four.

Response: This is correct. The hearing map should have shown the structures being widened to four lanes.

APPENDIX C

HEARING TRANSCRIPT AND WRITTEN TESTIMONY

DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION  
PUBLIC HEARING TRANSCRIPT

Wilsonville Road & Stafford Interchanges  
Pacific Highway (I-5)  
Clackamas & Washington Counties

Tuesday, June 23, 1992  
Wilsonville Community Development Annex  
Wilsonville, Oregon

DON ADAMS: Good evening ladies and gentlemen. Thank you for coming out tonight. This is a formal public hearing being held in conformance with federal statutes, regulations, and the Oregon Action Plan to consider the proposed transportation improvements for the Wilsonville Road and Stafford interchanges on the I-5 Freeway.

I am Don Adams, the Region Engineer for the Oregon Department of Transportation. My office is in Milwaukee. Assisting me tonight will be Dave Simpson on my right, Project Team Manager and Jeanne Gibson, the Right-of-Way liaison for this project. There are several members of staff available to help answer any questions. Why instead of me introducing you all, why don't you just raise your hands up so they can see who's there. Ok, Craig, you can raise your hand too.



The purpose of this evening's hearing is to receive your testimony on the proposed project designs, and the environmental assessment. I want to emphasize this is your meeting. We will give a brief description of the projects and a brief explanation of right-of-way acquisition procedures. After these presentations, we will ask for your comments. We will accept your testimony in three ways: You may come forward and give oral testimony at the microphone, you may turn in written testimony this evening or mail it to the address posted up behind me here on the wall. And it should be delivered within 10 days following the hearing which would be July 3rd. We'll give you until July 6th this time because of the Independence Day holiday. You can also write your comments on the back of the card that's been handed out to you as you entered tonight and turn the card into one of the staff members.

All testimony, written or oral, will be given the same weight by those who review it. All testimony received, will become part of the official record which will be the Hearing Study Report. This report will determine whether or not to build the project and what modifications to the design should be made or whether or not we should do nothing and leave the project as is. No commitment or decision has been made by the Oregon Department of Transportation on proposed designs being presented at this hearing. If you have any questions about the project, we have maps at the back of the room and over at the side here and the staff is available to answer questions. I would prefer not to try to answer questions during

the formal hearing portion of the meeting, unless it becomes necessary to clarify your comments.

We are here tonight to receive testimony about the project.

As you entered tonight, as I mentioned before, you received a hearing attendance card and a display map. If you wish to give oral testimony, please fill out the card and hold it up if you haven't already turned it in, and we will pick it up. These will be my source for calling you forward to testify. If you do not plan to testify tonight, please fill out a card so we have a record of your attendance and include any comments you wish on the back and return it to us at the end of the meeting.

The purpose of the projects is to increase the capacity of the two interchanges to accommodate increasing traffic volumes and to maintain acceptable levels of service on I-5 to the year 2015.

Funding for the project is made available through the Oregon Transportation Improvement Program. ODOT'S 1991-96 six-year transportation improvement program, which is our current program, indicates funding for construction of the Stafford interchange project in fiscal year 1994. The Wilsonville Road interchange is funded through the environmental document phase with no funding for right-of-way acquisition or construction.

The proposed 1993-1998 six-year transportation improvement program, which is to be finalized by the Oregon Transportation Commission in August, recommends that the Stafford interchange be funded for construction beginning in fiscal year 1995. Wilsonville Road interchange is recommended for funding through right-of-way acquisition and preparation of final plans. These are the final steps prior to construction.

The availability of funds combined with staff resources are the reasons for the recommended shift in the funding year for the Stafford interchange. The proposed plan does recommend that a part of the Stafford project, 95th Avenue, be funded for fiscal year 1994, so that it would open prior to reconstructing the interchange. Dave will describe this in a little more detail later.

The Environmental Assessment describing the expected impacts for the proposed improvements and the no-build alternative is available for public review at the Wilsonville Library, the City's Community Development Office and there's several copies at the back table, its a brown covered document, looks like this.

Following tonight's hearing, ODOT will analyze the hearing testimony and decide on whether to build the projects as designed, modify the designs, or do nothing. The testimony and decisions will be documented in the Hearing Study Report, which will be

forwarded to the City, Washington County and Clackamas County for their concurrence. This is targeted to occur in October of this year. If the build alternative is selected, a revised environmental assessment discussing the selected alternative will be published in December. Depending on funding, each project then will progress to final plans and construction.

At this time, I'd like to have Dave give you a brief description of the proposed designs. Dave.

DAVE SIMPSON: Ok, I think I'll move over there and try to fight with this microphone.

Ok, first is the Stafford interchange which is shown right here on this plan. The design that we're forwarding right now would be a partial cloverleaf design, which basically means we're putting loop on-ramps in the northwest and southeast quadrants of the interchange, so that those on-ramp left turn movements that you make today, you would not make in the future. We would be widening the bridge out to four lanes and also widening Boones Ferry Road and Elligsen Rd here through the interchange, between Parkway and Commerce Circle, to four lanes. We would be removing Boones Ferry Road between the interchange and Ridder Road and removing Parkway Avenue between Elligsen Road and its intersection with Parkway Center Drive down to the south. On the west side of the freeway, we would be constructing 95th Avenue here, between Boones Ferry and

Commerce Circle to replace Boones Ferry that we remove in the front. Combined with the City of Wilsonville project to finish 95th the rest of the way down to Boeckman, that replaces that link that's in there today. On the east side of the freeway, we would just be rerouting Parkway around Parkway Center Drive, around the back of where the Burns Complex is there today. We would also be removing commercial accesses that are on Boones and Elligsen today between Commerce and Parkway at this end. We would be removing the driveways that you see out there now. Our cost to construct this interchange is \$6 million dollars. We would also be combining with this project another one that we've got in the six-year plan which is the I-5 pavement subsidence. We've got a dip forming in the freeway north of the interchange about a 1/2 mile, at mile post about 287 where the freeway is somewhat sinking in the middle. And so that project would be combined with this one and constructed at the same time. The cost of that one is \$800,000.

The next interchange design then is the Wilsonville Road interchange which you see right here. The type of design is a compressed diamond which is really a lot similar to what you've got today, except that we're pulling the interchange ramps in to where they hit Wilsonville Road. They would be closer to the freeway. We do lengthen all of the ramps in both directions so that they actually hit the freeway further away from Wilsonville Road than they do today. The major improvement on this project would really be widening Wilsonville Road to six lanes. It would be two lanes

be two lanes in each direction and then side-by-side turn lanes for the on-ramps to the freeway. We also provide 300 feet of storage for these left turn lanes on either side of the interchange so that really you start getting into the left turn lanes before you even get into the interchange area. And that is really the primary improvement of the project. We would have new bridges on the freeway over Wilsonville Road and constructing both of those requires raising the freeway for several hundred feet north and south of the interchange which is pretty much the extent of the coloring you see here.

We would be relocating short segments of Boones Ferry Road and Parkway Avenue and also constructing short walls in there between the freeway and those streets. Parkway Avenue would also be controlled as a right-in, right-out to Wilsonville Road. We would have a raised median here on Wilsonville Road to control those movements as far as left turns in and out of Parkway. The City has a project that they plan to do at some time in the future and hopefully at the same time as this would go, that would reroute part of Parkway and would come around to Town Center Loop west or possibly Town Center Loop east. That's not really decided yet. But that would be the way to get out in the future.

We would have acquisitions of some businesses on the south side of Wilsonville Road west of the interchange, the Chevron station here and then a couple of these next buildings, the glass shop and the,

I've got to confess, I'm not sure what's in that one there. Cost of Construction of this would be \$8.4 million. The city is also planning to do a project in conjunction with this which would improve the intersection with Boones Ferry Road and Wilsonville Road. So that while we would end right here where the coloring is on this map, the cities project would widen out and improve this intersection. The design for that is not decided yet at this point either. And that's basically what we're proposing tonight in these two interchanges.

DON ADAMS: Thank you Dave.

Jeanne Gibson will now run through the right-of-way acquisition program for us. Jeanne.

JEANNE GIBSON:

The hearing being held this evening is to afford interested people the opportunity to express their views regarding the proposed improvements to the Pacific Highway at the Stafford interchange and at the Wilsonville Road interchange. The right-of-way needed for the construction of the Stafford interchange will require the acquisition of up to 1.76 acres of additional right-of-way from ten parcels, plus necessary easements. An additional 1/2 acre may be purchased if it is considered to be uneconomic to the property owner. Although no business or residence will be displaced, a significant portion of the parking used by AGC will be impacted.

used by AGC will be impacted. Mitigation for the loss of this parking is being explored.

At the Wilsonville Road interchange, approximately 1.5 acres of land will need to be acquired from 18 parcels, plus any required easements. If necessary, roughly 1.8 acres of uneconomic remainders could be purchased from 5 parcels. Approximately eight businesses and one residential unit will be displaced as a result of project construction.

Two leaflets: Acquiring Land for Highways and Moving Because of the Highway are available this evening. The first explains how the State obtains lands for public projects. The second leaflet explains the relocation benefits provided for occupants of residences or businesses who must move. If part of your property may be required for this project or if you may have to relocate because of it, please take a copy of the leaflets and read them carefully. Please note that those who move from affected properties before an offer to purchase is made are not eligible for relocation benefits. Adequate time will be allowed for displaced persons to relocate from their home or business. Residents will not be required to move until comparable replacement housing has been made available to them and owner/occupants will not be required to move until they have been paid for their property.



The State is required to and will comply with all State and Federal laws its deals with owners and occupants of property needed for public purposes. If you have any questions about the right-of-way program, please feel free to see me at the closing of the hearing or to contact me at the Tigard Right-of-Way office. My name is Jeanne Gibson. As indicated in the relocation leaflet mentioned earlier, my office is located 7165 SW Fir Loop, Tigard, Oregon. The telephone number is 639-7311. Thank you.

Thank you, Jeanne.

DON ADAMS: I would like to take this opportunity to, before opening the public hearing, I'd like to thank the Projects Citizens Advisory Community who spent many hours with our staff pondering the alternative designs and giving us their thoughts on how we could improve those designs. That sometimes is a lengthy and difficult process and we appreciate the dedication of those individuals to that process.

If you wish to make a statement and did not get a card as you entered tonight, please raise your hand and we'll get you a card right now. If you indicated on the card that you did not want to testify, but decide during the testimony that you'd like to testify, why I'll keep the meeting open until after everyone is called forward with the cards and then open it up for any further testimony if anybody has any. As you come forward to the

microphone to testify, please state your name and address for the record so we can keep your comments straight and relate your cards to any other comments that you might have made.

The first card I have tonight is from Councilor Greg Carter.

GREG CARTER: Good evening, I'm Greg Carter, I'm City Councilor of the City of Wilsonville, address 30,000 Southwest Town Center Loop East in Wilsonville 97070. I am the council liaison to the our Transportation Advisory Committee as well as serve on the western bypass steering committee. Tonight I'll be presenting the city's position on these two interchanges and will be giving you a number of exhibits. I'd like to begin with a letter to Don Adams that you have not received because it was completed this afternoon. So this will be your initial introduction to this letter. Its written by our planning director, Wayne Sorensen: Dear Mr. Adams, I have received a copy of the environmental assessment and the schedule for public hearing for the Wilsonville and Stafford interchanges 283 and 286 respectively on Interstate 5. I also note that ODOT'S proposed 1993 to 1998 six year transportation improvement program recommends that the Stafford interchange be funded for 1995. As you may be aware the city has obtained funding to construct our portion of 95th avenue, from Hillman Court to South Commerce Circle. I would urge ODOT to reconsider any delays in improving the Stafford interchange, both from the standpoint of safety concerns i.e. vehicle stacking onto I-5 and economic development.

ODOT identified the construction of 95th Avenue as a necessary local arterial to function with the 286 interchange. The city, along with the private sector has now made a major commitment to address the lack of 95th Avenue by obtaining a \$1.5 million loan from the Department of Oregon Economic Development to construct 95th Avenue. We had hoped as discussed before that ODOT would be able to begin the initial interchange improvements i.e. the States' portion of 95th and ramp improvements as early as 1993, once the city had firmly committed to 95th Avenue. I believe that additional delays will seriously impact our traffic safety and operations in the Stafford interchange area.

My review of the environmental assessment shows that the proposed improvements are consistent with and are in substantial compliance with both the Wilsonville Comprehensive plan and the city's transportation master plan which was adopted 1991. I concur with the overall evaluation and assessments subject to the following:

1. The city's current Bikeway plan was adopted as part of the transportation master plan and the city in the next budget year has committed funds to continue the Bikeway planning effort. 95th Avenue and Wilsonville Road both have bike lanes in the cities design and I request that ODOT include bike lanes in their design. It is not clear to me that the State section of 95th Avenue from Commerce Circle South to Boones Ferry Road includes bike lanes in the initial design. Also, with Wilsonville having two major parks

on the Willamette River, with one on the East side and one on the West side of Interstate 5, the design of 283 needs to be bicycle and pedestrian friendly.

2. The city looks forward to reviewing the proposed wetland mitigation plan for the identified wetland located west of the Holiday Inn on the Baxter Medical property. I understand that the wetland mitigation plan will be included in the revised environmental assessment and that additional comments will be allowed at that time. The city has just recently completed a field inventory of natural areas including wetlands and would be happy to coordinate with ODOT and/or others regarding mitigation. The initial city contact is Pam Emmonds, Assistant Planner or myself, Wayne.

3. The city is concerned over the potential loss of parking spaces at the 5 story AGC Building and the 3 story Holiday Inn which was briefly addressed. Both buildings accommodate group meetings and a large share of current parking accommodates multi-rider vehicles. We are willing to work with both the property owners and ODOT on access and parking problems for any affected properties. In the same vein we need to coordinate and review plans for relocation of, or new access to, the city's water, sewer and storm sewer lines in this vicinity. I have attached copies of our system plan and highlighted areas where potential conflict could be expected and that will be submitted along with the letter.

4. Also, at a recent land use hearing for a family fun center located in town center adjacent to I-5 on the east right of way, the applicants acoustical engineer gave testimony that the use of I-5 was exceeding DEQ noise standards, therefore the city encourages noise barrier walls near residential uses at the 283 interchange.

5. The interchanges, when built, will greatly improve overall traffic operations within the city. As you are aware, design ramp radius and grade changes for 286 are needed for the 5,000 plus truck trips daily to properly mix cars, buses, trucks and large recreational vehicles which currently use the interchange. The city places a very high priority on insuring that future interchange operations are maintained at a level of service "D". In addition to the Oregon Economic Development Loan Funding and private assessments for 95th Avenue we have made major commitments by adopting increased system development fees to provide funding for roads and supporting infra-structure in our capitol improvements program and are seeking voter approval for additional financing through urban renewal including a potential \$1.5 million city match for the 283 interchange. We have identified \$65 million in basic road infra-structure improvements.

6. The interchanges are and will continue to be the gateways to the city of Wilsonville and as such the interchanges be designed to protect, enhance and improve the cities image. As much as their

functional aspects, the design, landscaping, and overall appearance of the interchanges are very important considerations that cannot be overlooked by ODOT or the city. The city looks forward to coordinating the final design and landscape plans with ODOT and, as usual, the city's expectations are quite high. None the less, this is an exciting challenge that can and should be met. I'm very concerned over the comments of Mr. Richard Benner, DLCD Director, that are set forth in his letter dated June 15, 1992. I generally believe it would be inappropriate to apply the requirements of the transportation planning rule, however good they may be, to this environmental assessment. The correct time and place to fully address the transportation planning rule requirements is when the city or county adopts, revises and/or updates their transportation plan. The city did in fact adopt its transportation master plan in July 1991 and many of Mr. Benner's concerns are addressed in that document which is on file with DLCD and which was forwarded to them for their review and comment as required by State law and Oregon Administrative Rule prior to adoption by the city. I believe that the correct standard to judge either an environmental assessment or environmental impact study by, would be the adopted transportation plans of the city, Washington and Clackamas Counties and Metro.

Thank you for the opportunity to comment and I look forward to working with ODOT in future phases of construction of both interchanges.

If you have any suggestions, please call.

Sincerely,

Wayne Sorensen  
Planning Director

That's our first exhibit.

Our second exhibit is the Wilsonville Comprehensive Plan.

Exhibit 2.

Exhibit 3 is the City of Wilsonville Transportation Master Plan, some elements of which Mr. Carl Buttke will be addressing this evening.

Exhibit 4 is the Wilsonville City Council goals for fiscal year 1991 and 92, 4 of which address the infra-structure and traffic problems and I have highlighted those for your convenience.

Exhibit 5 is an excerpt of the City of Wilsonville Master Parks Plan RFP regarding pedestrian and bike plan elements and I've highlighted those elements also for your review.

Exhibit 6 is a city resolution 907 regarding a master plan pedestrian and bikeway and creating a bikeway task force to assist in traffic calming alternatives and establishing elements of the transportation system plan, so we are pro-active in adopting the transportation rule.

Exhibit 7 is WART memorandum from Tom Barsel, who is a Wilsonville Area Rapid Transit supervisor, to our city attorney regarding the Wilsonville Area Rapid Transit establishment and commitment to lessening vehicle trips and Park and Ride locations near interchanges and I would like to read this into the record.

SUBJECT: Wilsonville Road and Stafford Interchanges.

In 1988 the City of Wilsonville petitioned Tri-Met and was granted permission to withdraw from the Tri-Met district to operate its own transit system. Today the City operates a complete to ADA standards, local demand response system six days a week, a special needs regional system five days a week and a contractual agreement with Tri-Met for regional service five days a week. Future levels of service include a fixed route local service as well as special interest service for local citizen groups. Since its inception,



the City of Wilsonville's transit service has been committed to reducing traffic. In fact, decreasing vehicular impacts has been one of the driving forces behind the design and implementation of the demand response system currently in use on a local level. Regionally, the city joins Tri-Met in its attempt to broaden its orientation to overall mobility of the region and at the same time supports the state in relevant multi-modal elements discussed in the Oregon Transportation Plan. The improvements to both the Wilsonville Road and Stafford interchanges will enable the city to not only continue to work on reducing vehicle miles driven within the city, but will also allow us to be more responsive to regional plans. We expect to be able to provide a system of Park and Ride facilities in the near future to benefit both the city of Wilsonville and Tri-Met. One facility is to be relocated at the north end of the city and the other to the south. Two facilities provide better functionality and avoid a mega sea of asphalt. It is hoped that the facility at the north end of town will be located off the proposed 95th Street near the interchange. Funds are available and potential properties have been identified depending upon the States going forward with the north interchange. A facility at this location would provide Tri-Met with much needed parking as indicated in a 1991 study and would help to relieve the pressures on the Tualatin Park and Ride. Ridership on Tri-Met from this location is expected to increase. It is hoped that the southern facility would be anchored in the Wilsonville Square 76 area as part of a transit mall. Burlington Northern Rail is also available

in this area which potentially could be used for passenger transportation. (NOTE: In the early 1900's this system was used to transport people to Portland.) The City of Wilsonville, along with the City of Portland are exploring the possibility of extending the Barbur Light Rail to this area in the future, albeit funding is an obvious issue. It is imperative that the Wilsonville Road and Stafford interchanges be upgraded in order to provide attractive and easy access to these areas before either of these plans can be implemented. The city is also considering an express which would provide mass-transit bus service directly to downtown Portland or to a transit station near Portland. We are working with Tri-Met on this plan and hope to be able to implement it as soon as the new city Transit Director comes on board. The options discussed here are budgeted or have funding available. Implementation depends on coordination with and timing of the upgrading of the interchanges.

Exhibit 8 is all a testimonial packet that was given before the Oregon Highway Commission opposing the delay to 1995 for the Stafford Interchange and 1994 for the 95th Avenue link between Commerce Circle and Boones Ferry Road. In this packet is testimony that I gave on behalf of the city, testimony from United Disposal consultant, Ben Altman which is exhibit 8B. Exhibit 8C is testimony given by Mary Tobias from the Tualatin Valley Economic Development Corporation. There's a letter from Oregon State Senator Joyce Cohen, and Steve Peterson, Director of the Economic Development Department and, incidently, this testimony was endorsed

by several local businesses and that is: Tektronics, who has their corporate headquarters in Wilsonville. Payless Northwest, who also has their corporate headquarters in Wilsonville. Mentor Graphics also has their corporate headquarters in Wilsonville. Praegitzer Industries, Hillman Properties Northwest, Interstate Distribution Company, Rawlins Leasing Corporation, Sysco Food Services, G.I. Joes with their corporate headquarters here in Wilsonville. Schneider National Carriers, Smith Home Furnishings, with their corporate headquarters in Wilsonville, United Disposal Service and NIKE Inc. who has their distribution center in Wilsonville. I'd like to read to you Senator Cohen's letter which sums up the cities' position.

Dear Commission Members:

This letter is to urge your support for restoring the original 1994 time line for construction of the northern section of 95th Avenue and the reconstruction of the Stafford/north Wilsonville Interchange #286. The delay now being proposed will seriously undercut the commitments that have been made by both the private and public sector partners. By returning to the original timelines you will be advancing the effort to alleviate a serious traffic hazard and you will also be facilitating timely infrastructure development. The State Department of Economic Development through their special project fund has committed to selling revenue bonds for a loan to build the arterial link on 95th Avenue. Timing is also critical to afford appropriate access to

the site of a planned solid waste transfer station. This facility, to be built and managed by the private operator, United Disposal, is essential to the regional waste disposal plan developed by Metro. The City of Wilsonville has made the interchange improvements and construction of 95th Avenue a condition for the development of this facility. Timing is a key to public/private partnerships. Please support this major community effort by putting the above mentioned project back on the 1994 schedule. Your action will help us restore confidence in government by seeing the State holds up its end of the bargain.

Thank you very much for your consideration/help with financing these critical projects.

Sincerely,

Joyce

I'm also including the Notice of Decision from our city planning commission on the transfer station which conditions the 95th as well as the interchange for all to move forward.

Exhibit 10 is a City of Wilsonville Ordinance #399 authorizing a loan from a special public works fund by entering into a loan contract with the Oregon Economic Development Department which was mentioned in Senator Cohen's letter and the final exhibit is a pie chart that relates to the urban renewal projects that we have gone

out for voter approval for the June 30th ballot. On these, it is a \$6.4 million in the first year. Of these \$4.4 would go to projects that are directly related to these interchanges. \$2 million would go to relieve the congestion on Parkway and Wilsonville Road by constructing the Day Dream area. Dave, we just can't wait until the interchange is constructed to get that project done so we have dedicated \$2 million and the initial plan is to run that to Town Center Loop West. We have \$1.6 million allocated for matching funds toward the construction of the interchange of Wilsonville Road and I-5 #283 and \$800,000 for design of Wilsonville Road improvement and Right of Way acquisitions, so the city is moving forward and our planning and goals are contingent upon ODOT falling in and continuing with the planned interchange improvements.

In closing I'd like to thank you Don, and your staff. I'd also like to thank Mike Kohlhoff, our city attorney, who was assigned the task of coordinating our various ODOT presentations, he's done quite well, and Wayne of course, our planning director, for his efforts, and I also want to mention that both of these fellows have indicated ODOT staff has been excellent to work with on this effort. And finally Don, I'd like to suggest that you invite DLCD staff at your convenience to review this part of the record. I feel that this meeting will put to rest DLCD concerns without creating more work for you and your staff. And, with that said, if you have any questions, I'll entertain those at this time.

DON: I don't have any questions, Greg. I appreciate your offer for help with DLCD. I just read the letter today for the first time, so, we have some work to do.

Yes and we've just read the letter for the first time, I guess it was last Thursday, and our reaction, as you can imagine, was pretty amazing. I don't see how we can let -- when we have 10 years of planning going into this with our transportation plan, our master plan -- how we can just sit back and let LCDC say let's wait ten years to go forward and run this in conjunction with the Western Bypass - that just is not a viable plan and I don't think that the fellow that wrote this letter really understands that Wilsonville is not a bedroom community, that we, in fact, are a center for commerce and a major employer here in Oregon. I think we need to bring this to his attention.

DON: Good, thank you for your comments. You've given us plenty to make the record full. Next on our cards is Dan Martin.

DAN MARTIN: My name is Dan Martin, I represent JB's Restaurant which is located at 8760 Elligsen Road here in Wilsonville. My concern is with the Stafford Interchange and I'll quickly go to the map. I've seen this can be done. My main concern with the redoing of the exit is, first of all, let me say, it is an important move and I think we do need to do it. Getting the loops in is very

important, we need to get the traffic off the bridges and get the traffic to move. The problem that I have, is that JB's Restaurant is located right here, right in the middle of this mess. The problem is, in moving the traffic over to Parkway Avenue, which is going to be removed, it eliminates any direct access to my restaurant and also direct access to the Moyer Theaters which is down here to the South. JB's restaurant has been in Wilsonville since 1984. I personally have worked for the restaurant since 1980. Originally went to work for VIP's restaurant which was there and I don't know about you but I want to stay in business, and like every problem that is here, I do have a solution - a possible solution - to not only help me stay in business but maybe to help the traffic on the corner to improve a little bit. First of all - my first solution which I presented a little bit last week is simply to give the traffic coming off the exit a choice, whether to go all the way up to Elligsen Road or whether to take a right turn and go off into the Burns Bros. complex between the theater and the restaurant. This will give the trucks a chance to get into the Burns Bros. complex without messing up the traffic flow up here. OK? There are problems with this, of course, because, of course, they're coming off at a great speed and what not.

My second solution is to bring the traffic, all the traffic of the exit off right here to this point right here. To give the chance for the traffic coming off this point right here which would be the intersection between Parkway Avenue and Parkway Center Loop. By

bringing the traffic off right here, you give the traffic a chance to go around the loop and come into this particular center in a different manner and would also give plenty of access to everything on the corner. OK, equal to what it is now and certainly would keep us in business, it would keep the theatre in business, would keep everything else in business.

In 1985 or 1986, I don't remember what year it was, when Parkway Center Loop was first installed and Parkway Avenue was changed into a one-way street, our business dropped 20 percent. Why? Because people can get into our restaurant, they can't get out. Without knowing how you get out, it makes them not want to come back. A lot of our business this time of year, 22 percent of our business comes directly off the freeway from travelers going north or south on I-5. We have since found ways to try to recover that business since then, but now in a study we did last year we determined that during the lunch business hours on the weekdays 22 percent of our business uses this particular exit coming north on I-5 using the exit to get to our restaurant to eat lunch. Where do these people come from? Most of these people come from Wilsonville, from the business community around Wilsonville. We're glad to have those people, we want to keep them coming to our restaurant, one way or another. Most of the people that when we surveyed and asked them about it, most of people said they use the freeway because they cannot stand driving along Parkway Avenue anymore with all the turns that have been put in it and as a result they use the freeway



now; I must admit, I do too. Anyway that's basically all that I have to say at this point, I guess that I ask your help, I want to stay in business. Thank you very much.

DON ADAMS: Thank you Mr. Martin, what's the name of that road I don't have it in my record and I just want to make a point.

Dan Martin - which road are we talking about?

DON ADAMS: The road that goes from Parkway east.

DAN MARTIN: Parkway Center Drive and this is Parkway Avenue.

DON ADAMS: Thank you.

RON ANDERSON is next.

RON ANDERSON: Good evening Mr. Adams, my name is Ron Anderson, resident of 10460 SW Tranquil Way here in Wilsonville for a lot of years. I'm also serving currently on the Wilsonville Traffic Advisory Commission, the birthplace if you will of both the transportation masterplan which is part of your record now, as well as the Advisory Group to the City Counsel in the operation and planning for our transit system so its kind of a heavy responsibility that a small groups of citizens, 7 in number have as

advisors to the city counsel as well as being citizens ourselves and concerned with these traffic issues that with your help we're going to address in the future and solve. Certainly we're pleased to see you yourself here tonight because that shows that ODOT shares some concerns with us and people of importance are here and we thank you and welcome you to our city. Your staff as well.

Our Commission concurs with the environmental assessments that you have made on both of these intersections and supports the cities comments, we had something to do with some of those comments and any conclusions therein that both you and Mr. Sorenson have made. Mr. Carter made in his address to you, use of the term proactive and I hope the things that he has given you the part that our commission plays in this shows anyone who wants to look that we are proactive about these things. Our plans are up to the year 2010-2015. They have been reviewed by LCDC or one would hope they have been reviewed, they certainly been in their hands long enough. We share the major concerns being expressed about the delay to the fiscal year 1995 go ahead on the Stafford Road interchange and certainly we would join the rest of the citizens you've heard from already and the city in doing everything possible to keep that on the accelerated basis that it was previously on, start construction in '94'. I can only think of one interstate intersection in this state in my travels up and down the freeways that's more dangerous than this one concurrently and that's one that isn't on your plan, its the one next to the Convention Center, its the short merge that

its the one next to the Convention Center, its the short merge that I don't know how we're gonna do anything about that one. This one is getting dangerous with the backup that we've got at peak morning hours especially as people are coming into Wilsonville. So if there is anything at all that we can do, that we can do to help you speed the necessary processes that we know about that can put this thing back on the '94' construction plan we certainly pledge our support.

The Wilsonville Road intersection as you've heard from us before is certainly another sore point. It badly needs to come fully onto your 6-year plan, we concur with your findings and we concur your environmental assessment. We think as Greg Carter pointed out that we have addressed the issues of Park and Ride traffic combing, planning for bikeways in our master Transportation plan, those kind of things that were expressed by LCDC. In speaking simply as a citizen who knows how to read LCDC things because I'm a veteran of the struggle we had to get our comprehensive plan adopted by other folks on their staff at that time. I have a feeling that LCDC thinks that we're still a bedroom for metropolitan Portland and I would hasten to point out to them that our major problem now is people coming from Portland and Beaverton and Canby and Salem and Oregon City and any other community that you can name in the metropolitan area to work here in Wilsonville and then returning to their homes from Wilsonville at the end of the work day. It's not the other way around. The industry that is in here, the traffic

that is generated by these distribution centers, these corporate headquarters, a major trade association which generates probably 25 trips in a day all by itself for committee meetings those kinds of things. That's the reason we need the improvements to Wilsonville interchange. We worked with you folks in trying to solve some temporary problems that is again, as Councilman Carter said, of our very first priority for our urban renewal program if the advisory vote goes our way is to solve the escape problems along Park Way for the citizens in one of our major housing developments. And that's again in accordance with our comprehensive traffic plan. So in conclusion just simply let me add the support of the other citizens of the city that I serve with on the Transportation Commission and myself to both your environmental assessment, your design in general with perhaps some of the improvements that will be suggested or have been suggested and all deliberate speed.

DON ADAMS: Thank you Ron and also thank you for your help on the CAC for the group.

Carl Buttke is next.

Thank you Carl.

CARL BUTTKE: I'm Carl Buttke, address is 2828 S.W. Corbett Avenue in Portland. I am submitting this testimony at the request of the city of Wilsonville concerning the subject Environmental Assessment. The subject interchange improvements are part of the City of Wilsonville's current Transportation Master Plan, which was approved by City Council in July of last year, and also their first plan which was adopted in 1981. The transportation plan which is just recently adopted and given to LCDC contained both interchanges as an integral part of the plan. The plan developed in 1981 contained the interchange improvement at Wilsonville Road with ramp modifications at Stafford interchange. These are issues that have been going on for more than 10 years and need to be addressed as soon as possible. The transportation plan recommends that both these interchanges be implemented prior to 1995 because of the traffic volume and safety need.

The interchanges here are somewhat unique, for the traffic that uses these interchanges is somewhat unique compared to many of the interchanges in the region, especially when it comes to the design. In reading the EIS, or the EA, there is really no mention of the truck traffic that uses both of these interchanges. Wilsonville contains a growing number of warehouses and major distribution facilities as well as a major truck stop. These generate and these are all in connection with-in conjunction with the approved comprehensive plan and zoning for the area. These weren't developed through zone changes or comprehensive plan changes. This

was a planned employment for Wilsonville. The current interchanges are really deficient when it comes to accommodating the truck traffic. The geometrics required to accommodate goods movements are quite a bit greater than what's required for the normal traffic stream. Wilsonville Road on a daily basis, 15% of the traffic is truck traffic at the interchange and Elligsen Rd. its 20% and these are trucks that include a great number of double trailer trucks and triples because of the distribution centers. When these trucks stop at the interchanges they especially at both interchanges the grades are steep, the acceleration is very slow and it takes a while for the truck to get back into the stream when turning off a ramp. Consequently, when they're making this movement, normal traffic backs up queues behind these trucks and it queues out into the freeway. A lot of queuing is because of the truck traffic. And because of some of the grades and super elevation, we've had instances where the trucks have tipped over or dropped their loads.

The designs to accommodate goods movement not only here at these two interchanges but anywhere in this state or country are going to conflict with goals of reducing vehicle miles of travel. Because when you widen a facility to accommodate truck traffic it may be greater than what's necessary for normal automobile traffic. But that geometric is required to accommodate goods movement within the city, within the state or the country. So judging, or, using say a rule of reducing vehicle miles of travel to weigh whether an interchange should be improved or not becomes really a misjudgment.

You can't use it as a yard stick in cases where you have to improve an interchange to accommodate primarily goods movement and along with that improvement comes the improvement for normal vehicular traffic.

The transportation plan goes on to include elements which are in the Transportation Planning Rule such as: improved public transportation, bike lanes and a transportation demand management program; in fact the 1981 program plan had recommendations for improved public transportation, car pooling, alternative work hours, things that we put into a transportation demand or management program. So in conclusion, both interchanges are in an adopted public transportation plan. These have been given to ECDC over a year ago. It was my understanding that they had approved them and the yardstick of measuring, one of the yardsticks for measuring whether a project is applicable or not for an area of reducing vehicle miles of travel has been from the inception of that idea--was not ever to be applied to a project by project basis, but from a regional standpoint and incidently Metro and ODOT is just beginning to figure out a way of addressing how we reduce vehicle miles and travel per capita. And to hold that up now on a project now before we even know how to address it on a regional level, I don't think is logical, especially when the geometrics dictate what should be done here. Thank you.

DON ADAMS: Thank you very much, Carl.

Pete Wilhelm.

PETE WILHELM: My name is Pete Wilhelm, address is 9150 Wilsonville Road. Much like the gentleman from JB's Restaurant, I understand that these changes are imperative. Running a business on Wilsonville Road is becoming increasingly difficult due to the traffic. But as a business owner I also want to stay in business and those are the concerns I will direct to you right now.

As a business owner my concerns regarding relocation are numerous. As the old cliché goes, there are 3 important considerations a small business must take into account when it opens its doors, whether it's for the first time or for relocation proposes, and as Don smiles, he knows its location, location and location. My experiences have shown this to be undeniably true especially in our type of business, that being equipment rental. It is imperative for our continued success, that we are located in the public eye. We have a very unique opportunity at our current location. I feel this situation will be difficult to duplicate by relocation for a number of reasons. First and foremost is visibility. Our shop is now visible from I-5 and from Wilsonville Road, the two main thorough fares through downtown Wilsonville. This in itself has brought us more new business from contractors and homeowners, than any advertising that we have been able to do.



My second concern is of a financial nature. We are a seasonal business with a seasonal cash flow. We currently lease two buildings on the property in question. One building is for the rental center itself, the other building is a large house that we rent out to help offset our overhead costs. I'm very concerned that this relocation process will not provide us with a similar situation in which such a guaranteed cash flow is available, irregardless of the season. This residence also provides us a degree of security for our equipment that can't be matched by any fence or alarm type security system. My third concern is business compatibility. A rental center with its chain saws, trenchers, loaders and other equipment is best located by a business that is not overly concerned about noise problems such as with our current neighbor, Chevron. A restaurant, a hotel, a doctor's office or the such would not make good neighbors for us or us good neighbors for them. I truly feel a general rental center is an undeniable asset to our community. To both the contractors who helped build our fine city and to the homeowners and businesses that help us maintain Wilsonville as a desirable place to live and work; but, to live and work together we must also be as compatible as possible. My final concern is not to be directly related to you folks, but my final concern is with ODOT'S 1970 Relocation Act. I appreciate their willingness to help displaced individuals and businesses but I find it very unfair to use a payment schedule that was deemed equitable 22 years ago. With the inflation, cost of living increases, cost of doing business increases, we have all

experienced that, it seems ludicrous to consider this fair and just compensation. Thank you for your time.

DON ADAMS: Thank you.

Would you like to make a comment Jeanne?

JEANNE GIBSON: I'd like to make one comment, the 1970 Relocation Act has been updated in the last two years, so, the schedules are different.

PETE WILHELM: Ok, that information wasn't given to me when I picked up the form last week, the 1970 meant 1970.

JEANNE GIBSON: Why don't you talk to me after the oral testimony, ok?

PETE WILHELM: I will, I'll do that. Thank you very much.

DON ADAMS: That's why she's here.

PETE WILHELM: And that's why I'm here too, thank you.

DON ADAMS: Ok good. Thank you. Doug Hardesty is next.

DOUG HARDESTY:

I'm Doug Hardesty, Vice President, Hillman Properties Northwest, 900 N. Tomahawk Drive, Portland. We are the owner, developer and manager of a hundred acre business center that is approximately one mile south of the Stafford interchange. We are a major proponent of improvements to both interchanges, but I'm here tonight to direct my comments to the Stafford interchange and any delays in the schedule that we understood was to take place in the 1993-1994 time frame. Most of the comments that we have and the concern we have, have been addressed tonight by the city and also by the consultant that spoke just a little while ago. But the one thing I do want to reiterate is the amount of truck traffic that takes place between these two interchanges. Its interesting to sit here and look behind you out the window at the new Sysco facility which has got to be one of the most major distribution facilities that's been built in this state in the last 10 years. Our project right now, 60 acres of the 100 acres has been developed, there's little under 700,000 square feet of buildings that house over 50 different companies. All of these companies are new to this city, within the last 5 years, or companies that have relocated from another area in the city. We are under construction right now with a 90,000 square feet distribution facility for one of the major medical supply companies in the United States. This is a company that's relocating from Beaverton. We have 40 acres left to be developed that we plan on developing over the next 4 years. There are

another 70 acres of unindustrially zoned property between our project and the Stafford interchange that are zoned and ready for development. And it is going to happen.

Wilsonville is an extremely easy area to market to new companies when you start saying words like: Nike, Coca Cola, Payless, G. I. Joes, Tektronics, Mentor Graphics. It is a mecca for business and most of that business has taken place in the last 5 to 7 years. Not only does the interchange serve a major need that these businesses have created, much of which is truck and transportation oriented but the link to 95th Avenue and the completion of 95th Avenue is imperative to all of the businesses in the area. There are a number of safety issues that have been mentioned tonight and that you are aware of. One that has not been mentioned is the current use of Boones Ferry Road and truck access as it ingresses and egresses to Boones Ferry from all of the properties directly to the west. Boones Ferry is the main north-south arterial right now between Boeckman and the Stafford interchange. It will be replaced by 95th Avenue. Boones Ferry today is a two lane road that is in dire need of repair, that most traffic has speeds of 55 to 60 mph on. It is extremely difficult for large trucks, transportation carriers with trailers to access the side roads that go to Nike, that go to Sight and Sound, that go to Shredding Systems, all the different companies along there that use these types of trucks. And to get in and out of traffic with 55 to 60 mph speed on a two lane road that is the character of Boones Ferry.

The completion of 95th Avenue, and this is the completion on 95th Avenue all the way to the new interchange, it includes the piece that the state is going to build, is imperative to alleviate the problems that we currently have on Boones Ferry and I think I can speak for all of the property owners and all the businesses that are down there when I talk about this problem. It's something that we live with everyday.

Our company, along with eight other property owners down in that area, have been proponents of 95th Avenue, we have had an excellent working relationship with the city over the last two years trying to get our portions of it built and I would like to encourage the State to stay on as good a time schedule to improve the Stafford interchange in their piece of 95th Avenue. Thank you.

DON ADAMS: Good, Thank you Mr. Hardesty. I was interested to hear the trucks travel so fast on that road.

DOUG HARDESTY: Parts of Boones Ferry-

DON ADAMS: I drove it last week-I wouldn't drive it that fast.

DOUG HARESTY: Did you get hit by a truck?

Conkling Fiskum.

Ok, ok Copper Kitchen, Miles I'm sorry - Miles Schlesinger ok.

DON BRABB

Good evening, My name is Don Brabb and with me is Miles Slesenger Schlesinger. I am the manager of the Kopper Kitchen Restaurant here in Wilsonville and Mr. Schlesinger is the President of Cisco Industries who owns the Kopper Kitchen and we're here together from the address of P.O. Box 639, Wilsonville 97070.

Briefly, the Kopper Kitchen has been located in Wilsonville long before Wilsonville was a much of anything. I believe Miles' family bought the restaurant in February of 1967 and we have been, I think, over the course of the last 25 years or so an active participant in the Wilsonville community. The facility currently employs 40 full-time people, not only at our restaurant but also at our executive office, which is located above the restaurant. As a business owner and a business manager at the Kopper Kitchen, we also urge ODOT to place the Wilsonville Road interchange on the six-year plan as soon as possible. We don't have to be geniuses everyday to go out and realize that that exit and Wilsonville Road is rapidly becoming a hazard to people that have to drive on it on a daily basis.

We feel it behooves Wilsonville to have that exit and that interchange updated and made more safe for, not only the people that travel Wilsonville everyday, but also our customers as well as our employees.

Miles and myself have studied the interchange map that you have up there and from our limited experience with roads and freeways, we seem to believe that it has good potential that will release some of the problems that we are facing as an owner and operator of a business there. It is currently very difficult to get in and out of our restaurant with the exit sending traffic off as much as it does and being able to exit in and out. So we approve of the plan that is currently on the board there. However, we do have one major concern that was displayed in the Environmental Assessment Booklet and that is the possible loss of parking spaces at our restaurant. According to the maps, it appears that we will lose up to 30 or so parking spaces depending on how the ramp that goes off of the freeway, goes through, which would be roughly 1/3 of our parking which is currently over taxed as it is. We are barely managing all of our business that comes through with the current parking that we have, and to lose even 5 or 10 spots of parking is unacceptable for our business and our business integrity. We would like ODOT to explore any options that may allow us to minimize or even eliminate the loss of these parking spaces and as I said before we certainly are no experts but Mr. Schlesinger has explored some possibilities with the staff up front. One of the

possibilities would be placing a retaining wall in such a location that may help eliminate the loss as much of the parking as possible. We don't know how that would work, but we would certainly appreciate any alternatives that would work to help our business out. We do not want to relocate, we don't think that's necessary. We don't want to lose our business, we don't want to lose parking and we want to be able to provide safe routes around our restaurant for our customer traffic that does come through. And so we would be more than happy to work in whatever way possible with your folks and your staff to see that we can minimize the loss of any parking that we may have come through here. We will work very hard not to lose that and we don't want to see that happen. We appreciate the opportunity to come forward and speak before you and we thank you for taking the time to listen to us and I don't know if Mr. Schlesinger has anything he'd like to say.

MILES SCHLESINGER: I'd like to say that I'm Miles Schlesinger and my address is the same. If the transportation plan that is presented here goes forth and we lose 30 parking spaces our business will really not be viable at that location, and I think that, with a minor modification, and although I'm not an engineer, I took a 50 ft. tape measure out and measured the embankment there today and it was close enough to see or to my way of thinking, to see that there is enough space there that a retaining wall could be built and minimize the loss of any spaces and then we can take advantage of the Daydream Ranch escape and no left turns back to



Wilsonville Road and be part of the community for, at least till the year 2015 when this plan will expire and there will be another freeway interchange I'm sure. And that will be as long as I will worry about the viability of that operation. But I would like to have some assurance that you will at least consider that and perhaps come out and look at it with us so that we can talk about other alternatives, other than the loss of the approximately 1/3 of our parking area.

DON ADAMS: I think we will look at that and compare that damage, the damages that you relate to your property and compare that damage with the cost of the wall to try to reach some, find some way to mitigate things as much as we can. That's our normal process.

MILES: Great, thank you very much.

DON ADAMS: That's the extent of the cards that I have been given, is there anyone who would, having heard what's been said, like to come up now and offer some additional testimony?

Please, Yes, here in the dark blue shirt.

(I didn't know if there was anybody back there behind me)

Thank you, Gerald Krummel.

JERRY KRUMMEL: I'm Jerry Krummel; the Mayor of Wilsonville and I found it kind of interesting to sit and listen to some of the things that were said tonight. Most of which I concur with and here representing the citizens of Wilsonville, I think, they too would pretty much concur with much of what was said. Some concerns that I wrote down as we went along and I will try not to be to redundant in my comments, but the Special Works Project Fund that we had talked about with regards to 95th Ave, that's a \$1.6 million construction fund and that's a commitment that the City of Wilsonville has made. The State's Special Works Project Fund people made the commitment I think based partially on some comments that were made by ODOT that there was going to be the northern section of that being built and the northern section of 95th being built was real contingent on the southern section being built and the southern section being built is real contingent on the northern section being built. And we really need to coordinate and time this so that they're both constructed at about the same time. Otherwise, what happens is that one of us ends up with a project that starts somewhere and goes nowhere and I think that that's something that we need to avoid as much as possible. The second point that I'd like to make is on our urban renewal plan and I'm not sure its in the documentation that Councilman Carter give to you for the Parkway Avenue reconstruction at the Wilsonville Road interchange. Again, coordination here is a primary factor in that

as the City goes ahead moves forward and if the vote on the urban renewal is positive then we will be going ahead to move forward with the reconstruction of Parkway, it won't be, the reconstruction of Parkway itself, it will be, as we commonly have called it, "The Daydream Escape", coming out there at either Town Center Loop West or Town Center Loop East. But again, for alleviation of that I think that that does help with ODOT as far as being able to move forward with the construction of the Wilsonville Road interchange. I'm concerned also about the noise protection for residences that lie along I-5 there and also, I think there is a safety factor involved with that and that's with transient traffic that may be coming off and I would hope that as was mentioned about a Fun Center, they were conditioned, one of the conditions is for them to construct a noise wall to protect the residences to the north of that facility, and I would hope that ODOT would consider doing the same thing on their aspect.

With regards to LCDC without getting into a lot of environmental or LCDC bashing here, I think that in some respects Richard Benner has kind of missed the boat, I think that, I'm not sure that they have actually studied the transportation master plan for the City of Wilsonville, and I think there's a lot of the things that he talks about in his letter have been well addressed with regards to the bike plan. One of the things that I think we need to also consider here in the construction of these and the timing is that I think that airshed is important as well and having traffic sitting idle

whether its on Wilsonville Road, Stafford and Elligsen Roads or whether its sitting on I-5, it not only brings up safety with regards to traffic approach, but also brings up a quality of air question that I think needs to be needs to be answered and if getting the traffic on and off the road as soon as possible is going to help protect our airshed a little bit then I think that we need to look at that. So I'll get off of that, but I think that that's a primary issue.

The Governor has talked to the mayors in Clackamas County, and mayors and citizens all around the State about having cooperation between Government Agencies and the cooperative efforts that need to occur and to have as much non-duplication of efforts as possible and, with regards to 95th and Wilsonville Road, we are very interested in the timing of these now. You can imagine that if Wilsonville Road on east and west sides of the freeway were to be reconstructed by the City of Wilsonville, which will occur, especially if urban renewal passes, will probably occur within the next 5 to 7 years and if that occurs, you can imagine right now the kind of problem that we'll have if we have a 5 lane road coming at the interchange from both sides, and there has not been any construction done at the interchange itself to do the widening that ODOT is talking about, what we'll end up with is an hour-glass effect. Frustration, safety, you know the list goes on of things I think need to be addressed there and I would really like to see the Wilsonville Road access or interchange moved up as to when

that's going to be done and I'd like to see Stafford Road remain on the 1994 time line rather than the 1995 time line. And again, I realize that this is an environmental assessment, but I think the environment is impacted by, you know, how much we wait or how much we build or how much we don't build.

Another point that I think is important is Wilsonville is a gateway city, we're also a destination city for employment and for living. So we're not, you know its almost like Portland maybe a suburb of Wilsonville. And I think, in a lot of respects there is I think that we are a model that other communities can follow-with regards to, we have employment, we have living, we have shopping, all of this within a six-square mile area. If the western by-pass is built as communities kind of spring up along it which I know is your biggest nightmare, but it will probably occur, they may look at Wilsonville as being a model for the type of things that has occurred here, because we have a number of citizens who don't commute to work because they live here and work here and they do there shopping here.

Three months ago or so, I was over at Athy Creek and had the opportunity at Athy Creek School there in the Stafford area and believe Don that you were there? And I testified for acceleration of the projects and since then what's happened they decelerated instead with Stafford Road being knocked back a year. I think safety is a primary issue and I would really like to see, and I

know the citizens in Wilsonville would really like to see, from a safety/economic standpoint that both these interchanges are reconstructed and that this is definitely a situation where I don't believe that haste will make waste. I think that it will allow the city to go ahead and progress and it will allow for the movements on I-5 to continue and to provide for the integrity of the freeway as ODOT really wants to have. I think with regards to cooperation between governmental agencies you can count on the City of Wilsonville cooperating with ODOT. We have in the past, we will in the future. We want ODOT also to cooperate with us and I think you can look back on what at what we've accomplished in the last couple of months in regards to West Lynn-Wilsonville School and see how two governmental agencies can get together and can cooperate and I would look forward to being able to kind of rise up to the Governor's challenge a little bit and for us all to be able to cooperate and coordinate these projects so that neither one of us ends up with roads that go no where.

Thank you very much.

DON ADAMS: Thank you, Mayor.

Does anyone else wish to testify at this time?

Thank you.

TIM BAKKE

Good evening, my name is Tim Bakke and I reside at 8600D SW Curry Dr. here in Wilsonville. On the card, it has me listed as representing the Wilsonville Chamber of Commerce. I am the chairman of the governmental liaison committee. I'm not here to make testimony for the chamber, and so that would be in error. I'm a business owner here in Wilsonville and I also reside here in Wilsonville and my office is right there. You'll be turning Parkway into a dead end street that runs off onto Wilsonville Road. If you're familiar with Security Pacific Bank and Freedom Federal Savings and Loan, I rent offices in the Freedom Federal Savings and Loan Building. I don't have too much of a major concern around that dead end. My major concern is making sure that you're aware of the changes that have been occurring in Wilsonville, especially on the east side of the freeway. Town Center Loop has been developing at a rapid pace and is continuing to do so and basically, what I'm doing is reiterating all the comments that you've heard previously. Daily, I try and get out on to Wilsonville Road to go home and what I wind up doing is going up Citizen's Drive, making a left - sometimes I go all the way around Town Center Loop to try and get ahead of the game. It's becoming a nightmare, basically and I was a little dismayed when I found out that this wasn't even on your six year plan, that it was just in evaluatin phase, and then I was further dismayed when I found out that the Stafford Interchange was pushed back another year. Again,

to reiterate, I think that what we're trying to do is - Wilsonville is growing at such a pace that we're looking at ourselves and saying "what do we want to be when we grow up?" and we're making moves to do that and we've put together all this transportation plans, Comp. plans and such to provide not only a place for business to happen, but also for people to live and I think that we're making great steps towards that - we're developing into a very nice city but business is going big here, especially in the northern sections of Wilsonville, but retail is going big in the southern sections and with retail you get more car traffic - with commercial, you get more truck traffic. So, I think both of these interchanges have the same priority in my mind. So, that ends my comments. Any further questions of me?

DON ADAMS: No, thank you.

Anyone else? If there is no one else that would like to offer testimony at this time, this public hearing is adjourned. Remember that written testimony may be submitted to my office until July - should be post marked July 6. And that ends the hearing.





WASHINGTON  
COUNTY,  
OREGON

June 24, 1992

Don Adams, Region Engineer  
Highway Division -- Region 1  
9002 SE McLoughlin  
Milwaukie, OR 97222

Re: Washington County Comments on the Environmental Assessment Report for  
the Wilsonville/I-5 and Stafford/I-5 Interchange Projects

Dear Don:

We have received and reviewed the Environmental Assessment report for the Wilsonville and Stafford Interchanges on I-5. The document is well done, and our comments are limited to suggestions for design refinements and project staging. Please ensure that the following comments are placed in the public record:

1. The northern-most proposed 95th Avenue/Commerce Circle intersection just west of Boones Ferry. Design sheets in the report show what appears to be a rather awkward movement between 95th and Boones Ferry. Southwest 95th appears to "T" into Commerce Circle some distance west of a signalized Commerce Circle/Boones Ferry intersection, and it is difficult to determine how right-in-right-out controls are to be applied based on comparisons of Figures 13, 14 and 15. Based on recent discussions between my staff and yours, I understand that ODOT intends to design these intersections so that 95th/Boones Ferry traffic movements will be primary (and signalized) and Commerce Circle/95th traffic movements will be secondary. We support this intent, and suggest that design sheets be modified to more accurately reflect this intent in the revised Environmental Assessment report.
2. Construction staging. A clear objective of construction staging should be to ensure completion of 95th Avenue links necessary to complete a north-south route alternative to Boones Ferry between Boeckman and Commerce Circle prior to closure of Boones Ferry, proposed in the EA to be just south of Ridder. This means placing construction and signalization of 95th (the ODOT section between Commerce Circle north and Commerce Circle south as part of the project) into the initial stage of project construction.

While this comment is not specifically directed at the EA and may be premature, it is worth noting that there has been considerable discussion about nearby local system circulation issues in the context of United Disposal Services, Inc.'s proposal for a solid waste

Wilsonville/Stafford  
June 23, 1992  
Page 2

transfer station and recycling center at the northeast corner of Garden Acres Road and Ridder Road. This facility is one of only two in the County and therefore has a large service area. Access to and circulation near the facility should be carefully considered in the staging plan to prevent unnecessary traffic impacts in nearby neighborhoods.

We look forward to further discussing these issues with state and City of Wilsonville staff at the appropriate phase of project development.

Sincerely,

A handwritten signature in black ink, appearing to read 'B. Warner', with a horizontal line drawn through it.

Bruce A. Warner, P.E.  
Director

cc. Dave Simpson, ODOT Region 1  
Wayne Sorenson, City of Wilsonville  
Brent Curtis, Planning Manager  
Mike Borresen, Engineering and Survey Manager  
Mike Maloney, Operations Manager

BC:PBC wilstaf1



Mentor Graphics Corporation  
8005 S.W. Boeckman Road  
Wilsonville, Oregon 97070-7777  
(503) 685-7000

June 23, 1992

Mr. Donald R. Adams, P.E.  
Region 1 Engineer  
Oregon Department of Transportation  
Highway Division Region 1  
9002 SE McLoughlin  
Milwaukie, OR 97222

Re: Environmental Assessment Stafford/Wilsonville Rd. Interchanges.

Dear Mr. Adams:

Thank you for this opportunity to express Mentor Graphics' concerns and needs regarding the Stafford/Wilsonville Road Interchange.

We are seriously concerned over the proposed one year delay in the Stafford construction and urge reinstatement to the original schedule. We continue to receive employee expressions of concern over the danger of the cueueing out into the lanes of moving traffic where cars are typically traveling in excess of 65mph. Please see the attached letter from Mentor Graphics to you provided in testimony on the 6-Year Plan, March 4, 1992, expressing the urgent need for both intersections. Also, attached is a letter from Tualatin Valley Economic Development Corporation reflecting similar concerns.

We are also concerned about any delays that might be generated by comments of the State Department of Land Conservation and Development regarding future State goals in reducing vehicle-miles per person. Given the steady progress that Mentor Graphics and the City of Wilsonville are making in that direction, the current and projected level of congestion and safety concerns far outweigh the risks of any further delays.

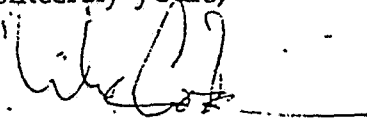
Roughly 10% of Mentor Graphics employees now live in Wilsonville. Bus passes and tickets are now sold at our company store. Expanding on-site services now include day care, banking, flowers, cards, sports clothes, dry cleaning, haircuts, and even coffee mocha, diminishing both peak and off-peak trips. Car pooling has been initiated with the potential to cooperate with other area employers. Biking is encouraged and one of our employees serves on the City's Bicycle Task Force. This reduction in auto dependence here at Mentor Graphics is further reinforced by City zoning that has allowed a balance and mix of residential, industrial and

convenience uses which will have increasing impact on vehicle use as the city grows.

While the efforts to reduce auto dependence move ahead, there will continue to be greater demands on these already substandard facilities. Truck oriented uses continue to expand here as major contributors to congestion. And, available land will continue to be developed. Further, DLCD appears to be too reliant upon people living and working in the same community to reduce auto dependence. To succeed in a competitive market for technical and professional people, Mentor Graphics and other major employers need full access to the metropolitan employee base. Housing locations need to allow our two-earner families to have jobs in two parts of the region, while still keeping their children in the same school district, and meeting other preferences in neighborhood and lifestyle.

We are interested in cooperating with the State and City to address reduction of vehicle dependence over time, but urge the ODOT to proceed with both interchanges concurrently with these efforts and address DLCD concerns as possible in detail engineering.

Sincerely yours,



Mike Cook  
Manager Facilities Planning and Interiors

cc: Arlene Loble, City of Wilsonville  
Jim Pond, Mentor Graphics  
Karen Thomson, Mentor Graphics  
Mary Tobias, TVEDC



CC MIKE

Mentor Graphics Corporation  
8005 S.W. Boeckman Road  
Wilsonville, Oregon 97070-7777  
(503) 685-7000

March 4, 1992

Mr. Donald R. Adams  
P.E., Region 1 Engineer  
Oregon Department of Transportation  
Highway Division Region 1  
9002 SE McLoughlin  
Milwaukie, OR 97222

Re: Six-Year Transportation Improvement Program

Dear Mr. Adams:

Thank you for this opportunity to express Mentor Graphics' concerns and needs regarding the Six-Year Transportation Improvement Program.

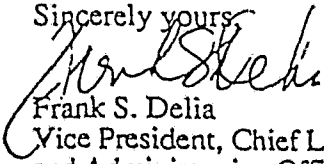
We are eager to see the I-5 southbound off-ramp at Stafford Road improved as scheduled, or even accelerated if possible. Storage on this off-ramp during morning peak often extends onto the freeway. So in the interest of employee and commuter safety it is important that you continue with permanent improvements quickly.

From a local perspective, we have a strong commitment to the ongoing economic health of the Wilsonville area. Over 70 families have moved to the vicinity since we announced our intention to relocate. Over 1100 employees and visitors arrive each day and enjoy the amenities of the community as a whole. Congestion at the Wilsonville interchange is a serious impediment to traffic flow within the city. In addition, congestion there diverts greater loads to the North, worsening the hazardous conditions that already exist at Stafford Road. We urge the State to accelerate improvements to the Wilsonville interchange to allow completion at the earliest possible date.

From a broader corporate and community perspective, we urge that you provide full and continued support to the Western Bypass Study. Overall livability and access are key to attracting and retaining a highly skilled work force. Clearly, we need a comprehensive evaluation of demand, alternatives and impacts before we set transportation and land use directions that will have an impact on livability for years to come.

If you like I would be glad to set down and discuss these issues with you.

Sincerely yours

  
Frank S. Delia  
Vice President, Chief Legal  
and Administrative Officer

cc: Arlene Loble, City of Wilsonville  
Mary Tobias, TVEDC  
Jim Pond, Mentor Graphics



**TUALATIN VALLEY**  
ECONOMIC DEVELOPMENT CORPORATION

June 16, 1992

Michael Hollern, Chairman  
Oregon Transportation Commission  
Salem, Oregon

RE: 1993-1998 PROPOSED ODOT SIX-YEAR PROGRAM

Mr. Hollern and Members of the Commission:

The Tualatin Valley Economic Development Corporation is a public/private partnership linking the business community of Washington County and portions of Clackamas County with the local governments of the region. It is our mission to work toward ensuring a positive climate in which those businesses can grow and prosper.

As we all know, an efficient transportation system in and through a region is crucial to its economy. This is particularly important to a region that is experiencing a healthy economic growth cycle.

Historically when transportation improvements lag economic expansion, the costs of doing business that are directly related to time/delay rise significantly. These costs can be related to distribution costs or employee costs. Businesses that are particularly sensitive to this rise then begin the process of cost/benefit analysis and in many cases actually relocate to bring down the cost of doing business. If enough companies are impacted and forced to adjust their operations to accommodate the increased costs of shipping delays or employee commute time costs, then the healthy region begins the downward cycle that we see occurring in other parts of the nation.

While TVEDC recognizes the complexities of balancing the many statewide needs with the limited funds available, we believe that it is in the best interests of the state of Oregon to take an active approach toward preserving the economic vitality of the Tualatin Valley. With that goal in mind, there are several projects that are very important to move through the process toward construction as rapidly as possible.

We would like to be on record as supporting the issues raised by the Washington County Transportation Coordinating Committee and the individual projects supported by the county and its cities. In addition, TVEDC has particular concerns for four of the projects in the proposed six-year plan: the I-5/217/Kruse Way Interchange, the OR Hwy 47 bypass at Forest Grove, the I-5/Stafford Road Interchange in Wilsonville, and the Western ODOT

Bypass.

The interesting thing about these projects is that in many ways, they each act as a gateway to the Tualatin Valley. They are all important to the future of the region for the movement of goods, services and people. For the most part, each of the projects will enhance access to other parts of the state which will undoubtedly provide an economic stimulus to other regional economies.

I-5/217/KRUSE WAY INTERCHANGE -- With the increase in traffic into and around Portland, improvements to this interchange need to be placed on the "urgent, it should have been done five years ago" list. Highway 217 provides the only continuous flow access from the south to the north on the west side of Portland. In combination with the Sunset Highway, it provides the only uninterrupted flow from I-5 to western Washington County. There is a significant problem with access to Highway 217 at the current traffic volumes. Work on the interchange improvements needs to proceed at an accelerated pace.

Recommendation: Keep the I-5/217/Kruse Way Interchange project on the fastest possible timeline.

OREGON HIGHWAY 47 BYPASS (FOREST GROVE) -- The cities of Western Washington County all experience access difficulties. As we explained earlier, ease of access is crucial to economic vitality. It is particularly important to the economy of Forest Grove that improved access to and from the Sunset Highway be enhanced. In keeping with the state's goals for providing jobs and housing in close proximity to one another, it will be ever more important that cities are connected to one another for the movement of product to and from the regions' distribution hubs. Currently, access to Forest Grove causes the time factor to disadvantage the city in attracting business. One of the largest employers in the city, Pacific University, needs smooth, easy access for students, parents, faculty and visitors to keep it attractive in the higher education marketplace. An important component of this project is the local match that has been designated by the MSTIP2 funds in Washington County. In addition, the current access provides a significant safety problem.

Recommendation: Move the Hwy 47 Bypass back onto the original schedule for construction.

I-5/STAFFORD ROAD INTERCHANGE, WILSONVILLE ROAD -- This project is another example of the excellent cooperation ODOT is getting from the citizens and governments of the region. This

project has been designed to move forward in concert with a series of local improvements that have been endorsed and financed through the support of the City of Wilsonville and businesses that border SW 95th in that city. As is usual when governments plan projects of this scope, a lot of compromises have to be worked out. Wilsonville put a great deal of time and effort into the planning and negotiating that the 95th street improvements required. In addition, because of regional plans for a solid waste transfer station, the negotiations for handling future traffic needs involved the Metropolitan Service District. A lot of Portland area public policy was predicated on the original construction schedule. It is imperative that the good faith in which all of these decisions and compromises not be violated. In this time when all government is suspect, the City of Wilsonville needs to keep faith with its citizens and provide the promised improvements on time.

**Recommendation:** Move the I-5/Stafford Road, Wilsonville Road improvement projects back up to the original construction schedule.

**WESTERN BYPASS** -- As you know, north/south traffic in western Washington County is currently served by farm to market roads. As the northwest corner of the state of Oregon continues to experience economic and population growth, these roads are going to become congested and traffic safety will become a significant issue. It is most important that the commission continue to pursue ways in which this problem can be addressed. Currently the Western Bypass Study has the problem under intense scrutiny. However, there are issues of increased traffic on rural roads that may not be adequately examined in the context of the current study. These must be a priority for the future.

**Recommendation:** Continue to support the Western Bypass Study and keep it moving forward as rapidly as possible.

TVEDC would like you to know that we support your efforts. These are difficult times for our state and there are many demands on our resources. However, we offer you any assistance that we can give in working toward the resolution of the issues surrounding transportation system improvements in Oregon.

Sincerely,

Mary L. Tobias  
President/CEO





Conkling  
Fiskum &  
McCormick

A public affairs affiliate of  
Steel, Evans, Baker, Jones & Gray

June 23, 1992

Oregon Transportation Commission  
135 Transportation Building  
Salem, OR 97310

Re: Environmental Assessment and Six Year Plan Update for  
I-5/Stafford Road Interchange

Dear Commissioners:

We have reviewed both the Environmental Assessment for the I-5/Stafford Road Interchange and the updated Six Year Transportation Plan. On behalf of Tektronix, we urge you to keep the I-5/ Stafford Road improvements on track with the original 1994 start. We understand that you must assign priority to projects based on safety, need and available funding. We believe this project should be considered a priority based on safety.

As cited on page 37 of the environmental assessment, the Stafford Road interchange at I-5 is a hazard during peak time periods, and is currently operating at levels E to F. This would be a dangerous situation in any circumstance. However, Wilsonville is a major distribution center and a hub for truck traffic. The mix of vehicles, autos and trucks, causes some concern in such a congested area and with vehicles moving at freeway speeds. We believe that the state should work to make this distribution area as safe as possible. Safe roadways includes keeping this project on schedule with a 1994 start and removing the hazard of vehicles stopping still on the freeway while waiting to exit.

Thank you very much for your renewed consideration of this project. We are working with local businesses, the City of Wilsonville and Washington County to help provide safe transportation for employees and residents in Wilsonville.

Sincerely yours,

Dawn Pavitt

cc. David Simpson, ODOT team leader

June 23, 1992

Mr. Eb Engelmann, Manager  
Environmental Section  
Oregon Department of Transportation  
324 Capitol Street, N.E.  
Salem, Oregon 97310

**RE: ENVIRONMENTAL ASSESSMENT, WILSONVILLE ROAD INTERCHANGE  
AND STAFFORD INTERCHANGE**

Dear Mr. Engelmann:

I am submitting these comments at the request of the City of Wilsonville concerning the subject Environmental Assessment (E.A.).

The subject interchange improvements are part of the City of Wilsonville's current Transportation Master Plan prepared by Carl Buttke, Inc. dated July 12, 1991. This plan identified these interchange improvements to be made prior to 1995. The Oregon Department of Land Conservation and Development has approved this Transportation Master Plan.

The City's first transportation plan documented in a report also by Carl H. Buttke, Inc. dated March 23, 1981, identified the Wilsonville Road Interchange be modified prior to 1985 to provide for improved local circulation between the east and west portions of Wilsonville, as well as ramp terminal improvements at Elligsen Road. Therefore, these interchange improvements have been on-going issues for over ten years now.

This E.A. indicates that these projects are needed, *"because the existing freeway interchange structures limit the capacities of the local roads which are becoming heavily congested as urban development increases traffic in the Wilsonville area."*

What has not been said in the E.A. about the need for these projects is the presence of high amounts of truck traffic which affect the operation and design of roadway facilities.

The City of Wilsonville contains a growing number of warehouses and major distribution centers which are served by these two interchanges. In 1990, 15 percent of the daily traffic on Wilsonville Road immediately west of I-5 was truck traffic. On Elligsen Road, heavy trucks accounted for 20 percent of the daily traffic.<sup>1</sup>

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<sup>1</sup>Carl Buttke, Inc., *Transportation Master Plan, City of Wilsonville, Oregon, July 12, 1991.*

Mr. Eb Engelmann  
June 23, 1992  
Page Two

The roadway system must function adequately with these heavy volumes of trucks, including double and triple trailer units. The grades at the interchanges and restricted capacity cause trucks to accelerate slowly and maneuver slowly through the interchange on the local streets. This action causes delay to the normal traffic, even during off-peak hours with traffic queuing back onto the freeway. The grades of the ramps, the over-crossing, and super elevation creates grade differentials which at times have caused semi-trailer trucks to tip-over or lose a load.

DEA

Consequently, to provide the necessary goods movement in the City of Wilsonville, the transportation geometrics need to accommodate heavy truck traffic. Therefore, the lane requirements and signal timing may be more generous than if designed for normal mixes of traffic.

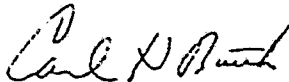
It is therefore conceivable, that the design for goods movement and related safety at these locations may conflict with other long-term regional goals of reducing vehicle miles of travel per capita. However, the design should accommodate the mix of traffic generated by the land uses as identified in the approved Transportation Master Plan.

The Transportation Master Plan also addresses increased public transportation, bikeways, and transportation demand management. These are issues which were addressed citywide when the plans were prepared and are intended to be implemented as the city grows.

In conclusion, these projects are consistent with the acknowledged and approved City Transportation Master Plan which is part of the comprehensive plan.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.



Carl H. Buttke, P.E.  
Vice President  
Director, Transportation Discipline

CHB:acp

June 15, 1992

Oregon Transportation Commission  
Transportation Building  
Salem, Oregon 97310

RE: Six Year Plan Update - Testimony Regarding Construction  
Schedule For Stafford (286) and Wilsonville (283)  
Interchanges.

Dear Commissioners:

Presently I am a Planning Consultant representing United Disposal Service, Inc. regarding the development of a Solid Waste Transfer station in Wilsonville. I also, however, represent considerable history in Wilsonville, as a former Planning Director.

In fact, the last time I spoke before the Transportation Commission was ten years ago, during the 1982 Six Year Plan update. At that time I spoke, on behalf of the City, calling attention to serious safety and capacity concerns related to the Stafford and Wilsonville Interchanges. The Commission was very responsive, acknowledging financial commitments made by the City, for matching funds, and adjusted the schedule to provide for ramp and signal improvements, which were constructed in 1985..

Now, ironically, ten years later, I am back speaking to you about serious safety and capacity concerns at the same two interchanges, (Figure 1). Both of these facilities are currently operating at unacceptable service levels in the E-F range during peak hours, (see Tables 2 & 3 from ODOT May 1992, Environmental Assessment document). The interim 1985 improvements helped, but full reconstruction of these facilities is essential to restoring capacity to the local street system, and enhancing freeway operations.

Since 1985, the City has experienced significant urban development, including major commercial and industrial projects. This increased development now generates over 48,000 vehicles per day using the two interchanges. Sixty-four percent of these trips are through the Stafford Interchange, resulting in E-F LOS, (see also City testimony on Wilsonville, 283).

Over the past ten years, the City, together with local businesses, has spent considerable time and money working with ODOT staff towards the ultimate goal of reconstructing both interchanges. The City has patiently waited seeing the two interchange projects inch their way into the Six Year Plan for funding. Finally, we thought the wait, for at least Stafford was almost over, with it being scheduled for construction in 1994. We are still waiting for Wilsonville, and now find that the Stafford Interchange may be slipping another year back to 1995. Further delays will only cause further degradation of the operation of the interchange.

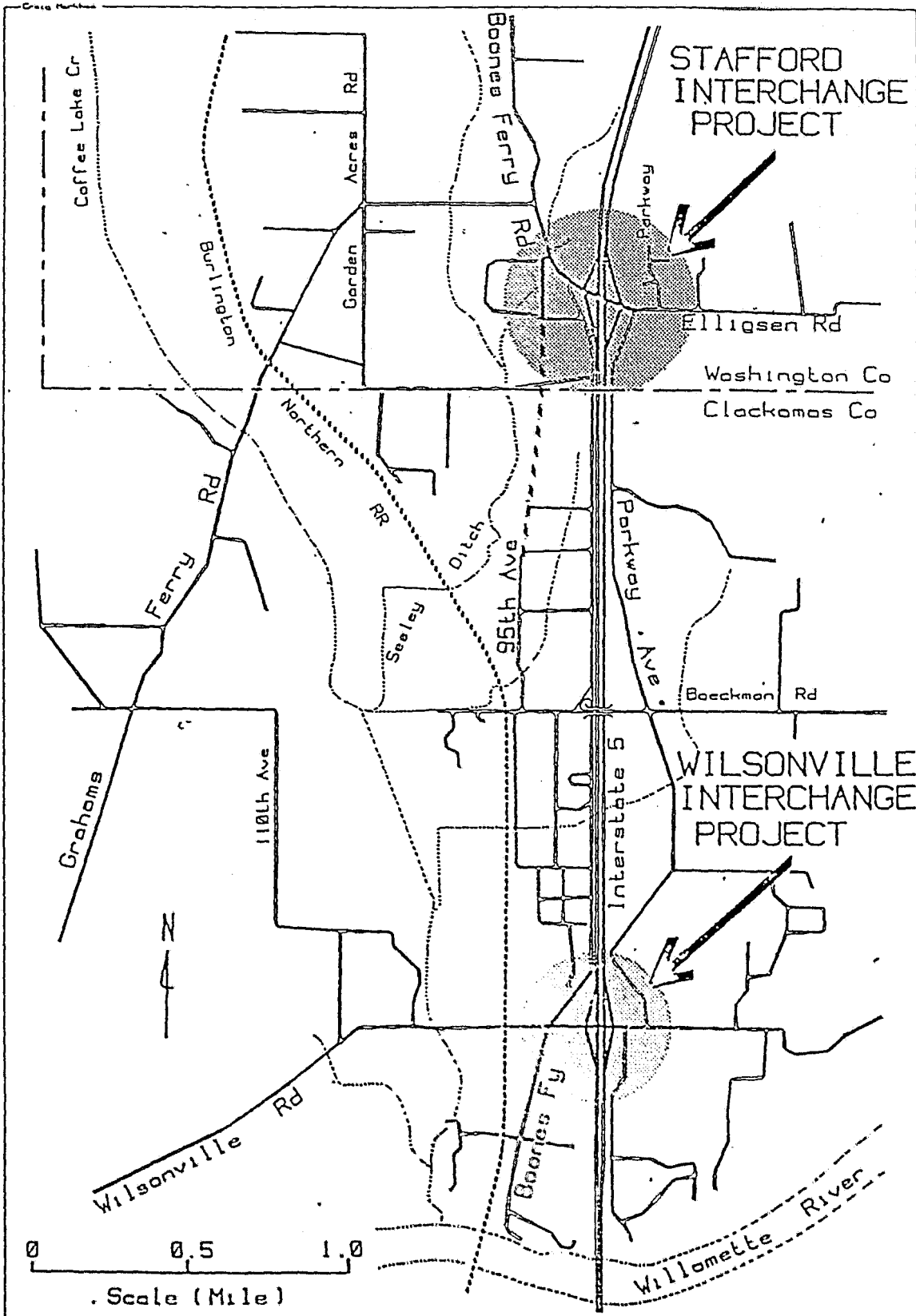


Figure 1. Project Vicinity. The Stafford and Wilsonville Road Interchange projects are located on Interstate 5 at the City of Wilsonville, 18 miles south of Portland, Oregon.

property owner will be asked to perform satisfactory remedial action prior to acquisition for the highway project. If the owner does not provide remediation, the costs of remediation will remain his responsibility and will be deducted from value of the property to be acquired.

Any affected facilities will be decommissioned in accordance with DEQ regulations before or during construction of the project. The costs of removing underground fuel storage tanks and related facilities, exclusive of the removal and disposal of contamination, will be charged to the highway project.

A contingency plan for emergency response and cleanup of hazardous waste contamination will be included in the construction contract. If any hazardous materials contamination is discovered during project construction, it will be identified by a contractor, and cleanup plans will be coordinated with DEQ.

**M. IMPACT ON TRANSPORTATION (TRAFFIC VOLUMES, TRAFFIC SPEEDS, FLOW PATTERNS, SAFETY, ACCESS):**

It is assumed that land in the project service area will develop based on the existing local comprehensive plan. Therefore, for the purposes of this study, highway trip demand projections through year 2015 have been

assumed to be the same for the No-Build and Build alternatives. Differences between the alternatives are expressed in terms of levels of service and the daily durations of peak traffic volumes. Refer to Figures 2 - 4 and the discussion in the "Project History, Purpose and Need" section for comparisons of these existing and projected traffic volumes.

Under the No-Build Alternative, levels of service are projected to decrease rapidly as traffic volumes continue to increase. All signalized intersections and freeway merge/diverge points would be functioning at levels of E or F during extended peak traffic periods (Figure 10). Motorists would experience delays through both the Wilsonville Road and Stafford interchange sections, exiting traffic queues would extend into the freeway traffic lanes, increasing congestion on the freeway and increasing the risks of rear-end collisions at exiting ramps. Inadequate roadway capacities at signals in the local street network would increase local congestion and delays.

The Build Alternative would improve peak hour service to acceptable levels at most signals and freeway merge/diverge points in the project study area. Table 2 summarizes the projected differences between existing (1990) levels of service and those projected for the Build and No-Build alternatives for the year 2015.

Table 2. Comparison of Existing (1990) and year 2015 Levels of Service at Signalized Intersections.

Location	Existing (1990)		No-Build (2015)		Build (2015)	
	AM	PM	AM	PM	AM	PM
Wilsonville Road at NB I-5 Ramps	C	D	F	F	C	D
Wilsonville Road at SB I-5 Ramps	C	D-E	F	F	D	D-E
Wilsonville Road at Lower Boones Fy	C	D-E	E	F	C	D-E

Under the No-Build Alternative, levels of service are projected to decrease rapidly as traffic volumes continue to increase. All signalized intersections and freeway merge/diverge points would be functioning at levels of E or F during extended peak traffic periods (Figure 18). Motorists would experience delays through both the Wilsonville Road and Stafford interchange sections, exiting traffic queues would extend into the freeway traffic lanes, increasing congestion on the freeway and increasing the risks of rear-end collisions at exiting ramps. Inadequate roadway capacities at signals in the local street network would increase local congestion and delays.

The Build Alternative would improve peak hour service to acceptable levels at most signals and freeway merge/diverge points in the project study area. Table 3 summarizes the projected differences between existing (1990) levels of service and those projected for the Build and No-Build alternatives for the year 2015.

The project would affect public transportation, provided under contract to the City of Wilsonville by the Tri-Metropolitan Transit District (Tri-Met), only to the degree that the project changes the overall levels of service on the highway facilities used by Tri-Met buses.

Ramp metering will be included in the project, and local carpooling and vanpooling will be encouraged so that acceptable levels of service can be maintained beyond the 2015 design year.

**N. CONFORMANCE WITH AIR QUALITY STANDARDS:**

Carbon monoxide concentrations for the Wilsonville Road - Stafford Interchanges service area are predicted not to exceed State or National Ambient Air Quality Standards through the year 2015. Predicted peak 1-hour CO concentrations for a sample of 20 prediction sites range from 2.0 to 3.5 ppm (parts per million) for the Build Alternative and 2.1 to 3.5 for the No-Build Alternative. This is well below the NAAQS standard of 35 ppm. Depending on the measurement location, the Build Alternative is predicted to increase (e.g., near Boones Ferry Apartments) or decrease (e.g., SW of Stafford interchange) the CO levels by 0.8 ppm, compared to the No-Build Alternative.

During project construction, the operation of construction equipment, reduced traffic speeds and increased soil exposure are expected to temporarily increase PM<sub>10</sub>, CO and total suspended particulate emissions (TSP). Regular water spraying will be required in the construction contract to minimize PM<sub>10</sub> and TSP emissions.

Table 3. Comparison of Existing (1990) and year 2015 Levels of Service at Signalized Intersections (assumes construction of build alternatives for Wilsonville Road and Stafford interchanges and a westside bypass connecting I-5 and Highway 99W).

Location	Existing (1990)		No-Build (2015)		Build (2015)	
	AM	PM	AM	PM	AM	PM
Elligsen Road at NB I-5 Ramps	C	E-F	F	F	D-E	B
Elligsen Road at SB I-5 Ramps	E	C	F	F	D-E	C
Elligsen Road at Lower Boones	N/A	N/A (unsignalized)	E-F	F	C	D

Beyond the capacity issue, there is a real a present danger at the Stafford Interchange. During the AM Peak, there are periods of up to 20 minutes where vehicles attempting to exit at the 286 Interchange are forced to stop in the freeway travel lane, waiting for several signal cycles before reaching the protection of the ramp. This is an unacceptable safety hazard that must be corrected immediately.

Part of the solution to the safety problem, at Stafford, is completion of 95th Avenue from Boones Ferry Road, through Commerce Circle to south Boeckman Road. This new arterial link would allow for the closure of the current intersection of Boones Ferry Road adjacent to the south bound on-ramp, (see Figure 13).

As shown on Figure 13, the north leg of 95th is part of the Stafford Interchange project. The south leg, down to Boeckman, is being constructed through a public/private partnership linking Economic Development funds with private dollars. The \$1.5 million project is now funded and going out for bid, to be constructed this year. This project will complete 95th Avenue between Boeckman and South Commerce Circle, (segments 2, green & yellow on aerial photo). Segment 1 (red & yellow on aerial) is the ODOT portion.

The efforts to get segment 2 funded and constructed this year was driven by a study and commitment made by ODOT staff during the public hearings on United Disposal's proposed Waste Transfer station. The study, marked Exhibit H is attached. This study concluded that, if 95th were constructed to Boeckman that up to 15% of the left (east bound) movements from the south bound off-ramp could be diverted to 95th. This right turn diversion would help relieve the problem on the off-ramp. The report further concluded that the ODOT segment would need to be constructed in the first phase of work on the interchange, in order to allow the closure of Boones Ferry to the south, to accommodate south bound on-ramp improvements. Based on these conclusions ODOT staff committed to move the 95th portion of the project up to 1993, if, and only if, 95th were built to Boeckman Road.

The fact is, 95th Avenue will be built through to Boeckman Road this year. However, now we find that ODOT's schedule for 95th has been moved back to 1994, instead of 1993. We are extremely concerned over this schedule change. It could have significant negative impacts, not only on existing freeway and business operations, but also on proposed developments, such as the transfer station.

We all concurred with the conclusions of the 1991 ODOT study. In order to divert significant traffic, and allow closure of Boones Ferry South, the ODOT segment would need to be coupled with the City segment to Boeckman Road. Nothing has changed the reality of this conclusion. However, now the table is reversed. Completion



of the ODOT segment is essential to make the City segment fully functional. Without this segment, Boones Ferry would remain open, any diversion to 95th would impact businesses on Commerce Circle, and the interchange would continue to fail in the peak hours, with the safety hazard remaining at the off-ramp.

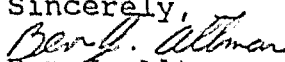
Such delays and traffic problems would likely cause further delays in United's plans to construct the transfer station. The development permit issued by the City for this project, includes a condition of approval related to timing in relation to traffic impacts. The City's permit standards require a "D" LOS on local collectors and arterials, up to the interchanges. Our traffic study, prepared by Kittelson & Associates, indicated that "D" or better LOS could be obtained, if 95th were in place up to Boones Ferry Road, and Boones Ferry South were closed. Without 95th, the project would not be able to meet the permit criteria. Other planned developments would also be similarly impacted by delays in construction.

It is important to recognize that this transfer station is not just a local concern of a private business. This facility actually represents a major cooperative effort involving Washington County, nine cities, including Wilsonville, Metro, and the solid waste haulers in Washington County. Development of this facility will end an eight year quest by Metro and the local jurisdictions to site such a facility to meet the needs of Washington County. The current schedule is to initiate construction in early 1993. The one missing piece of this multi-agency puzzle now appears to be in the hands of ODOT, to complete 95th Avenue, as originally planned, in 1993.

The funding for the City portion of 95th Avenue is another example of public/private and multi-agency cooperation. This project involves eight Wilsonville businesses/property owners, the City, and Oregon Economic Development Department. As noted above, ODOT was also counted upon in this partnership.

The one common tread to all of these projects and concerns is the construction schedule for the ODOT portion of 95th and the full reconstruction of the Stafford Interchange.

Your cooperation and assistance in keeping this project on schedule will be greatly appreciated by all working, living and traveling through Wilsonville. Thank you for your time and consideration.

Sincerely,  
  
Ben J. Altman

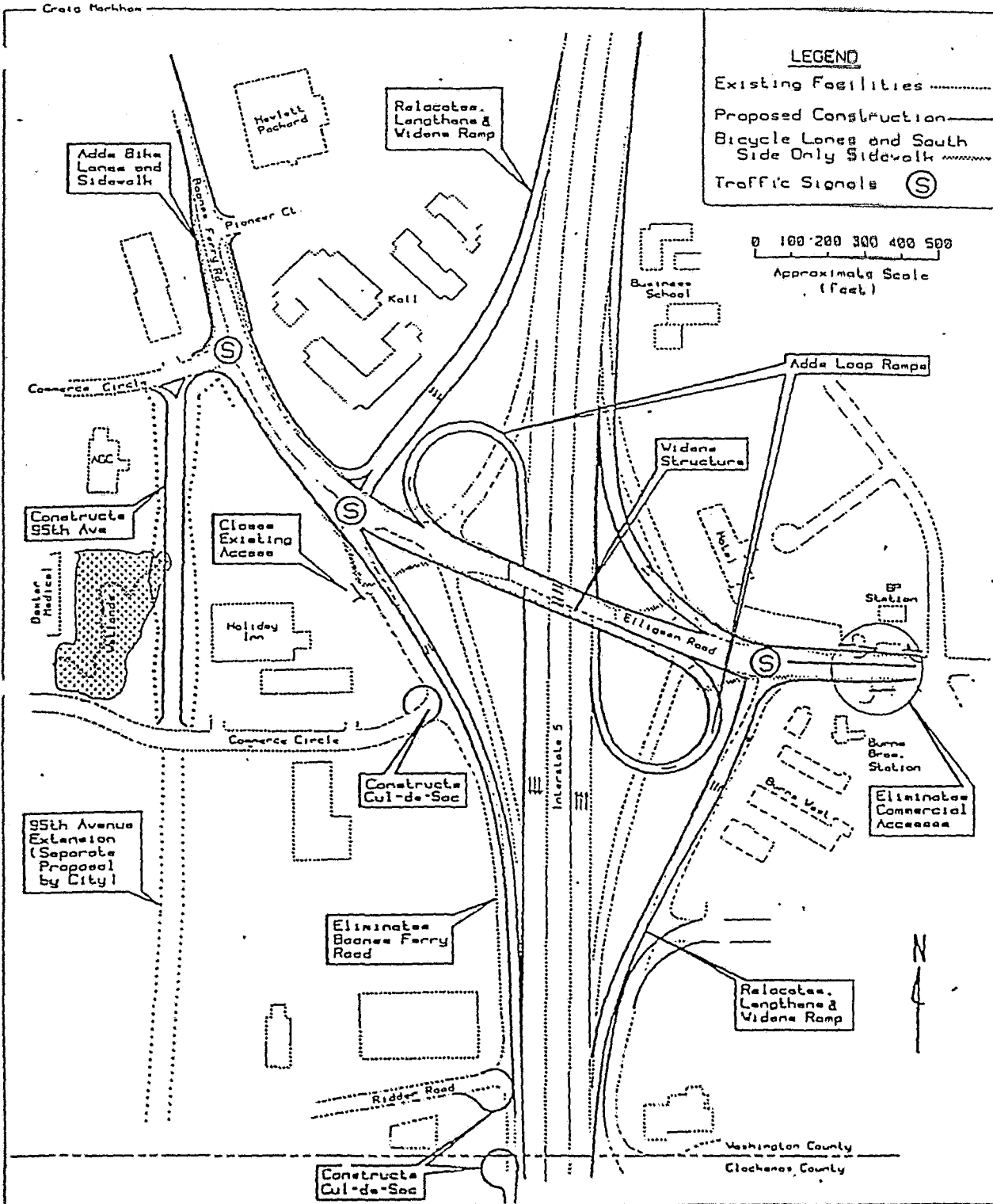


Figure 13. Proposed Stafford Interchange. The project would widen the overcrossing structure along the south side, to accommodate four travel lanes, right-turn auxiliary lanes for the loop ramps, bicycle lanes, and a single sidewalk along the south side. The freeway ramps would be relocated and lengthened; north and south-bound loop on-ramps would be added. A new section of 95th Avenue would be constructed between Elligsen Road and the south leg of Commerce Circle.

# Oregon

ECONOMIC  
DEVELOPMENT  
DEPARTMENT

June 16, 1992

Don Forbes, Director  
Oregon Transportation Commission  
Oregon Department of Transportation  
135 Transportation Building  
Salem, Oregon 97310



RE: Oregon Transportation Improvement Program 1993-1998, Recommended  
Schedule of Improvements for City of Wilsonville's Stafford  
Interchange and 95th Avenue

Dear Mr. Forbes:

This letter is to support the City of Wilsonville's request to maintain the current construction schedule included in Oregon Department of Transportation's (ODOT) current six year plan for ODOT's portion of funding and construction of 95th Avenue which connects into the proposed Stafford Road interchange and overpass improvements.

The Oregon Economic Development Department (OEDD) has just approved bond financing estimated at \$1.5 million for the City of Wilsonville and local businesses which will extend 95th Avenue from Hillman Court on the south to Ridder Road on the north. The City's project will be financed with revenue bond proceeds, scheduled for sale on July 1, 1992 through the Oregon Bond Bank. Project completion has been scheduled for June 1993.

The two major reasons for OEDD's approval of the bonds at this time are:

1. The ability, with ODOT funds, to complete the entire 95th Avenue project, in order to open the area for further development; the area from Nike north to the interchange.
2. To obtain relief for many businesses, their employees and the general public from major congestion and traffic hazards where Boones Ferry Road intersects at Elligsen Road on the west side of I-5.



Barbara Roberts  
Governor



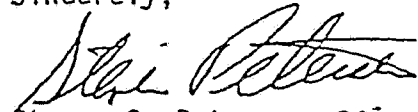
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Don Forbes, Director  
June 16, 1992  
Page 2

Even if the interchange/overpass construction project is set back to 1994, constructing the 95th Avenue portion under the current ODOT construction plan beginning in 1992-93 would provide a great improvement to the traffic situation.

Thank you for your consideration and the opportunity to comment on this matter. Please contact Yvonne Addington, Community Development Programs Manager at 378-3732, ext. 340 should you have any questions.

Sincerely,



Steven C. Petersen, Director

c: Arlene Loble, Wilsonville City Manager  
Mike Kohlhoff, Wilsonville City Attorney  
Ted Spence, ODOT  
Don Adams, ODOT  
Mike Wert, ODOT

7555T

GARVEY, SCHUBERT & BARER

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FAX: (503) 226-0259

PLEASE REPLY TO PORTLAND OFFICE

VOICE MAIL EXT. 3127

July 6, 1992

Mr. David Simpson  
Project Team Manager, Region 1  
Oregon Department of Transportation  
Highway Division  
9002 S.E. McLoughlin Blvd.  
Milwaukie, Oregon 97222

Re: Holiday Inn/Stafford Road Interchange Project

Dear Mr. Simpson:

This correspondence is intended to serve as testimony on behalf of my client, Holiday Inn, and its owner, Mr. Sung Lee Kim, regarding public input associated with the funding and construction of the Stafford Road Interchange Project. The proposed design of this project eliminates the primary/direct door access to the Holiday Inn. As you know, we have spent the past few months discussing with ODOT how the State will provide a safe and adequate access to the Holiday Inn.

Mr. Kim is very concerned that any alternative access to the Hotel via the "back door" from 95th Avenue will negatively affect the value of the Holiday Inn and create confusion to guests and users of the facility, since the Hotel is logistically located today to receive consumers from the existing entrance.

It is our understanding that ODOT has reviewed our proposed design plan to provide access to the Holiday Inn from 95th Avenue and that ODOT finds this plan acceptable for purposes of the design alignment. It is also our understanding that ODOT is considering the purchase of the property to the north of the Holiday Inn, which would allow the alternative access to be provided in a manner that would satisfy requirements of the City of Wilsonville.

Mr. David Simpson  
July 6, 1992  
Page 2

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As I indicated in our last telephone conversation, we are evaluating the costs associated with the implementation of our proposed design plan and how ODOT could mitigate any damages sustained by the Holiday Inn as the result of the closure of the direct entrance to the Hotel from Boones Ferry Road.

My client is in support of the Project subject to final and satisfactory resolution of the provision of an alternative access to the Hotel. We look forward to continuing our discussions on this matter, and appreciate ODOT's cooperation in working with Mr. Kim to address this problem.

We would kindly request that you enter this letter into the record to enable Mr. Kim to have standing in these proceedings regarding the Stafford Road Interchange Project.

Thank you for your consideration.

Very truly yours,

GARVEY, SCHUBERT & BARER

By

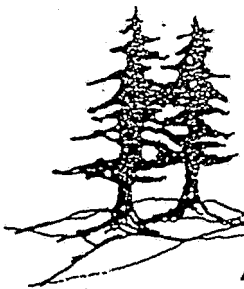


Gregory S. Hathaway

GSH/lkt

14590.WP.2/31408-00100

cc: Mr. Sung Lee Kim



Pacific Horizons Real Estate, Inc.  
Real Estate Securities & Brokerage

June 19, 1992

Department of Transportation  
Highway Division Region 1  
9002 SE McLoughlin  
Milwaukie, OR 97222

ATTN: David R. Simpson, FE  
Project Team Manager

RE: Environmental Assessment - Wilsonville Road Interchange (IR-5-5(104)283)

Dear Mr. Simpson:

It appears from subject document that the business located on the property identified in Exhibit 1 was not included in your analysis of property and businesses effected by the proposed redevelopment of the Wilsonville Road - I-5 interchange. Under Part 1: Wilsonville Road Interchange, sub-paragraph F., Estimated Right-of-Way Impacts, no reference is made to the loss of the easement access servicing the equipment rental business or the access driveway to the house and easement servicing the adjacent 3.6 acre property south of the house. The loss of these accesses to Wilsonville Road would land-lock approximately six acres of property identified in attached Exhibit 1. It would be appreciated, if you or appropriate members of the project team respond to our concerns regarding the possible loss of identified easements and business access.

Although, the Wilsonville Road - I-5 interchange redevelopment project has not been funded to date, a schedule approximating the time frame required to complete each task prior to construction, including acquisitions of right-of-ways, would assist the property owners in determining their course of action. Any assistance you can provide in resolving the aforementioned discrepancies would also be helpful.

If you have any questions regarding the property identified herein or need additional information, please contact my office (Phone 682-3771).

Sincerely,

Donald F. Mala  
Property Manager

DFK:dzm

Enclosure: Exhibit 1, Clackamas County Plat Map (3 1W 23AB) noting the location of easements and access to identified properties.

June 15, 1992

Eb Engelman, Manager  
Environmental Section, ODOT  
324 Capitol Street NE  
Salem, OR 97310

RE: Environmental Assessment Wilsonville Road and Stafford Interchanges

Dear Mr. Engelman:

We agree that this project is consistent with requirements of the Transportation Planning Rule applicable at this time. Nonetheless, the project may conflict with long-term objectives of reducing reliance on single occupancy vehicles and reducing per capita VMT in the Portland Metropolitan area.

ODOT should revise the Environmental Assessment to more fully evaluate the likely effects on development and travel patterns. Additional consideration should be given to other alternatives and project modifications which would encourage travel patterns consistent with the Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP).

Our concern is that this project, as proposed, appears to facilitate a continuation of auto dependent travel patterns. Little thought appears to have been given to how transit or demand management measures might be implemented or affect project design. The result could easily be to encourage new development dependent on easy automobile access. Adding transit service or TDM measures into the area once such land use and commuting patterns have been established will be difficult and inefficient. Instead, design and construction of the interchanges should be premised on an understanding of how the Wilsonville area would reduce reliance on the automobile over the next 20 years.

The Environmental Assessment should be revised as follows:

1. The EA should include additional information on the development and commuting patterns that create the need for this project. This could help ODOT evaluate the other ways to meet these travel needs. It would also help ODOT evaluate whether the interchange improvements will accelerate development in the area.

Barbara Roberts  
Governor



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Salem, OR 97310-0590  
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2. The EA should evaluate whether a combination of improved transit service, demand management measures and minor road improvements would provide an adequate level of service at these two interchanges.

The EA indicates that most of the capacity problems at these interchanges are associated with peak hour travel and commuting. According to the EA the major problem at these interchanges is queuing at exit ramps during the peak hour. Measures which reduce or more efficiently move traffic during the peak hour could possibly satisfy the travel needs in this area.

We suggest that the EA consider the following as elements of an alternative to more efficiently use the existing interchanges:

- a. Traffic management and road improvements including ramp extensions, access control, minor road realignments and signalization changes.
- b. City and employer based transportation demand management programs including employee parking changes or travel allowances, flex time, free transit passes, subsidized vanpool and rideshare programs and the like.

Many of the firms in the Wilsonville area have 25 or more employees which is a common threshold for effective employer based demand management programs. Similarly, the demand management program proposed in the Western Bypass study includes employee parking charges and free transit passes as part of all the build alternatives. The Western Bypass study area includes Wilsonville.

- c. Improved transit service.

The EA appears to assume that there will be no improvement in the level of transit service provided in this area. This is inappropriate considering the twenty year time frame for project planning. The assessment of potential transit service should be done in consultation with Tri-Met, Metro and the City of Wilsonville.

3. If ODOT determines reconstruction of the interchanges is the most appropriate alternative, it should consider adopting measures to mitigate the projects likely effect of increasing single occupancy vehicle commuting. Specifically, we recommend that ODOT consider the following:
  - a. Conditioning construction of the project on establishment of employer based TDM programs to encourage reduced peak hour tripmaking. Such measures might include employee parking changes or travel allowances, free transit passes, subsidized vanpool and rideshare programs and the like. (These measures could be phased in over the next five to ten years.)
  - b. Provision of park and ride lots at one or both of the interchanges. The size, location and design should be coordinated with Tri-Met and should consider the possibility of employer provided rideshare and vanpool programs.
  - c. Review the interchange design to assure that it provides for convenient and efficient transit service based on likely transit routes and service needs.
4. Operation of the Stafford Interchange should be reassessed assuming that the Western Bypass is not built. The EA inappropriately assumes that the Western Bypass will be built. ODOT should evaluate the traffic implications on the interchanges from each of the Bypass study alternatives.

June 15, 1992

Thank you for the opportunity to comment on this assessment. If we can clarify our comments or if you would like to discuss these issues further, please contact Bob Cortright at 373-0084.

Sincerely,



Richard P. Benner  
Director

RPB:bc

cc: Elaine Smith, DLCD  
Jim Sitzman, DLCD  
Andrew Cotugno, Metro  
Don Forbes, ODOT  
Brian Gregor, ODOT  
Ted Spence, ODOT Region I  
David Simpson, ODOT Region I  
Wayne Sorenson, City of Wilsonville

<bcort>