

Basalt Creek Parkway winter 2022 open house summary



The Basalt Creek Parkway online open house was active Feb. 25-March 13, 2022. During that time, 248 people visited the open house, leaving 23 comments. A summary of comments and responses is below.

Why isn't the condition of Day Road being addressed? Why can't Day Road be widened?

Day Road is maintained by the city of Wilsonville. We investigated widening Day and Grahams Ferry roads during the Basalt Creek Transportation Refinement Plan. We found that widening the existing streets would not accommodate the anticipated traffic growth in the area. Day Road is the northern boundary for Wilsonville's [Coffee Creek Planning Area](#), a 216-acre industrial area. Wilsonville and the County are monitoring the condition of Day Road.

Why does the noise report not take current residential uses into account? Why is no mitigation proposed?

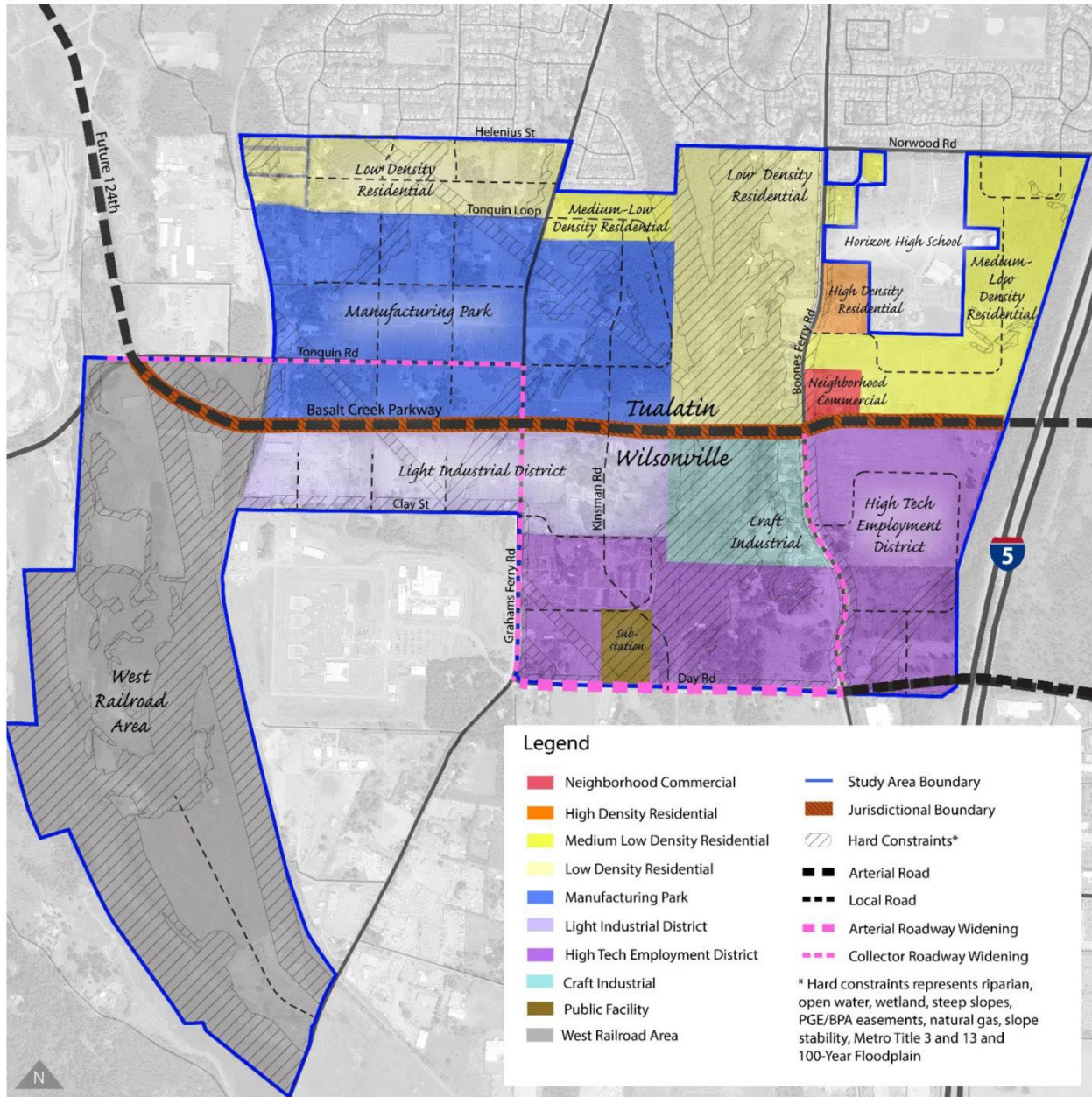
The noise report does take current residential uses into account. Thirty residential properties were analyzed in the noise report.

Sound walls are considered reasonable if the cost per benefitted property owner is less than \$25,000 according to Oregon Department of Transportation (ODOT) guidelines. The cost per property impacted by this project significantly exceeds that amount. On the north side of the street, it would cost \$267,000 per property owner. On the south side of the street, it would cost \$114,000 per property owner.

Sounds walls are not proposed as stated in the open house information and [noise report](#).

Why not route traffic through an area planned for industrial development?

Below is a map from the Basalt Creek Concept Plan. The plan was developed by the cities of Tualatin and Wilsonville. Most properties along the proposed Basalt Creek Parkway Extension are zoned for industrial development. The five-lane road was planned before the cities adopted their land use plans for this area.



What is the equity of location, cost and impacts?

Details on the selection of the location are in the [Basalt Creek Transportation Refinement Plan](#). Also see the [alternatives](#) from the Transportation Refinement Plan displayed at the Oct. 23, 2019, open house and [project website](#). This is the alternative that impacts the fewest property owners and has the least environmental impacts.

The street will provide access to a large, future employment area which is anticipated to provide living-wage jobs. The street is expected to route traffic away from existing, more densely populated residential areas.

The project is federally funded with matching funds from the County. With the street being the future boundary between the cities of Tualatin and Wilsonville, both cities have agreed to provide some additional funds.

We actively review cost-savings measures. Oversight is provided by ODOT to ensure all requirements are met. We are conducting the necessary studies and reviews as required by local, state and federal codes and regulations.

What will the traffic impacts be on Boones Ferry Road? Are any improvements planned for Boones Ferry Road?

There will be more traffic onto Boones Ferry Road, south of Basalt Creek Parkway. However the added traffic did not trigger the need for additional lanes at the intersection of Boones Ferry Road and Basalt Creek Parkway.

Traffic on Boones Ferry Road north of Basalt Creek Parkway is not expected to increase.

The county, ODOT and Wilsonville are working together on potential solutions to improve traffic flow on:

- Boones Ferry Road
- Day Road
- Elligsen Road
- I-5

Could Norwood Road be used as an alternative?

Norwood Road was discussed in the early planning stages. It is a collector outside the Basalt Creek Area and does not connect to Grahams Ferry Road, so it does not meet the traffic patterns or capacity needs for the Basalt Creek Area.

Using Norwood Road would also route more traffic in front of Horizon High School and adjacent to existing residential neighborhoods.

Clackamas County has not agreed to the connection over I-5, and this connection isn't needed until it can extend over I-5, so why do this project?

The need for the Basalt Creek Parkway Extension Project is not contingent on future development in the Stafford area. This project increases transportation system capacity to meet freight and commuter needs to support development of over 1,700 acres designated for industrial development in the cities of Tualatin, Wilsonville and Sherwood.

Clackamas County approval is not required as the extension project limits are entirely within Washington County. The planned future connection over I-5 would also be entirely within Washington County and would not require approval from Clackamas County. Further details can be found in the [Transportation Refinement Plan](#).

Could the lanes be narrowed?

The road is a designated freight route and lane widths are to County standards for a freight route.

Could the street be reduced to three lanes?

Reducing to three lanes would not meet the anticipated future traffic needs for the area.

Could the vegetation in the median strip be removed to lower maintenance costs?

The vegetation selected for the project will be drought tolerant, low-growing for sight distance and low maintenance.

Can the speed limit be less than 45 mph?

Speed limits are set in accordance with state rules and in conjunction with ODOT. 45 mph is an appropriate speed limit for this type of roadway and the surrounding area,

How does the subdivision approved by the city of Tualatin at the northeast corner of the Boones Ferry Road and Basalt Creek Parkway intersection impact the project and local traffic? How does the subdivision impact stormwater?

For more information on the Autumn Sunrise subdivision, please see the [Tualatin Planning Commission](#).

The developer was required to conduct their own traffic analysis. In their analysis, they acknowledged the need for the Basalt Creek Parkway Extension. We coordinated with the developer to ensure the subdivision will not affect the Basalt Creek Parkway Extension project.

We meet with city staff from both Tualatin and Wilsonville for input on the project on a regular basis.

According to Tualatin's development code, the developer is responsible for the detention and treatment of stormwater and to mitigate the subdivision's impacts to the public stormwater system.

How does the project address stormwater and the existing facilities on Boones Ferry Road?

As shown on the open house stormwater treatment exhibit, the intersection of Basalt Creek Parkway and Boones Ferry Road will drain to the new east stormwater treatment facility.

How is stormwater going to be conveyed from Boones Ferry across the bridge?

The project will include inlets and connect pipes to route the stormwater to the east stormwater facility.

What pollutants are expected to be in the runoff from the roadway and bridge, and how will these pollutants be treated? Is the wetland expansion for runoff treatment? Who is responsible for runoff treatment maintenance?

Anticipated pollutants are those typical from a road including oils, greases and sediment/particulates. The runoff is captured in inlets and piped to the treatment facility.

In the facilities, planted vegetation helps break down pollutants by interactions with bacteria, fungi and other organisms in the planter soil.

Stormwater runoff will be routed to two treatment facilities. Those facilities will be maintained by Washington County until adjacent land is annexed into Tualatin and Wilsonville. Following annexation, Tualatin will maintain the west facility (designed to city standards) and Wilsonville will maintain the east facility (designed to city standards).

Routine street sweeping and maintenance is conducted to help reduce drainage problems and improve water quality.

Will the new Boones Ferry frontage road connections have a light?

The developer of the Autumn Sunrise subdivision is required by the city of Tualatin to install a traffic signal at the subdivision's entrance on Boones Ferry Road. This entrance aligns with Frontage Road Access "A".

Frontage Road Access "D" did not meet the requirements for a traffic signal. The County will continue to monitor this intersection to determine whether a traffic signal is needed.

Frontage Road Connection "A" will have a significant grade change, and possibly result in a high center at new entrance.

The connection is approximately 47-feet wide and has been designed with grades that will accommodate vehicles travelling in both directions.

Could no "Jake-brake" signs be installed?

"Jake-brake" or "air-brake" restrictions are not enforceable; we will not install signs.

Is there any planned mitigation on I-5 with all these jobs?

This project does not include work with I-5. The traffic model used by the project is from the much larger regional model managed by Metro. The agencies continue to monitor the model.

Future development proposals will be required to meet applicable transportation and traffic requirements.

Can the east stormwater facility be moved to limit tree impacts?

Due to topography and grade, the east stormwater treatment facility cannot be moved.

The Tualatin Planning Commission said Basalt Creek Parkway would line up with Greenhill Lane, but the map shows it doesn't. Please explain?

A previous concept showed the Basalt Creek Parkway aligning with Greenhill Lane. This changed during the design alternative selection process. The preferred alignment does not directly line up with Greenhill Lane at Boones Ferry Road.

Is there a plan to build a new Greenhill Lane that aligns with the Basalt Creek Parkway Extension and widen the road when Autumn Sunrise and the apartments are built?

There are currently no plans to realign or widen Greenhill Lane. The Autumn Sunrise Subdivision will not have access to Greenhill Lane. The subdivision will have access on Boones Ferry Road and Norwood Road.

Environmental testing through the whole canyon, not just the area shown in the reports should be done.

The limit of our environmental testing is in accordance with federal, state and local guidelines. This testing included investigations in the canyon. Oversight of all investigations is provided by ODOT with final review by the Federal Highway Administration.

What is the full traffic impact of the bridge?

Please see the [Basalt Creek Transportation Refinement Plan](#).

Why were other options, some less impactful and without requiring a bridge, not considered?

Multiple options were considered before proceeding with the design of this project. Please see the [Basalt Creek Transportation Refinement Plan](#).

Was this one of the last open houses?

No. There will be future open houses for the project.

Does the project meet or exceed local transportation needs?

The project meets the anticipated transportation needs.

During winter ice events trucks may opt for other routes.

The County has plans in place to address [winter weather concerns](#).

Will the dead-ends on the frontage road accommodate service and emergency vehicles such as fire trucks and postal vehicles?

The proposed design meets required standards and accommodates service and emergency vehicles.

Does the project reduce area for future affordable housing?

The street location was selected during the Transportation Refinement Plan, which included the cities of Tualatin and Wilsonville, and prior to the cities conducting the Basalt Creek Concept Plan.

Most of the adjacent land is designated for future industrial development.

Concerns about impacts to the canyon.

We understand concerns about impacts to the canyon. The canyon has been considered throughout the Basalt Creek Transportation Refinement Plan, as well as during Wilsonville and Tualatin's Basalt Creek Concept Plan, which the cities agreed on. The proposed bridge will span not fragment, the wetlands and impacts will be minimized.

As shown in the reports provided, stormwater will be collected and treated prior to being released into existing waterways. Invasive plant species will be removed within the project area and the land rehabilitated with native plant species.

The future multiuse trail along the canyon is incorrect.

The trail concept from the city of Tualatin's Parks and Recreation website is shown [here](#). The project exhibit showed the meandering alignment from the original Basalt Creek Area Concept Plan.

We apologize for any confusion regarding the multiuse path and will follow up with Tualatin staff to ensure future graphics depict their current trail plan.

Why are pond turtles and the northern red-legged frogs not listed in the ESA Determination of No Effect?

Only species listed on the Endangered Species Act are listed. Neither northern red-legged frogs, nor pond turtles are listed as endangered.

Who are the independent scientists and where is their report?

The independent scientists are consultants hired by ODOT and the County to prepare studies. These studies have been reviewed by regulatory agency scientists. They generated the [Biological Resources Report](#).

Why is there a seven-foot variant in the center median?

The seven-foot variation is required for tapering the left-turn turn lane at Boones Ferry Road.

The roadway and bridge noise level will be a serious deterrent for pedestrian use.

Basalt Creek Transportation Refinement Plan identified the need for this street as a freight route. The county includes bicycle and pedestrian facilities.

Streetside noise is not unique to this project and is experienced on any street.

The existing signal at Boones Ferry and Day Road and the proposed traffic signal at Boones Ferry Road and Basalt Creek Parkway seem too close.

During design, the project team coordinates with the County's Traffic Engineering team on traffic signal design, timing and sequencing. The County's Road Standards call for at least 600-foot spacing between signals on arterial streets. The distance between Day Road and the Basalt Creek Parkway Extension is approximately 2,000 feet.