

Memorandum

To: Kim McMillan, Community Development Director, City of Tualatin

Copy: David Force, Lennar
Mimi Doukas, AKS Engineering & Forestry, LLC

From: Jennifer Danziger, PE

Date: November 19, 2021

Subject: Autumn Sunrise – Response to Neary Email Comments Received November 11, 2021

The attached email was submitted the City of Tualatin listing some concerns about the proposed Autumn Sunrise subdivision. This memorandum addresses some of the concerns raised by Mr. Neary.

Increasing congestion in the area is a concern that many raise when new developments are proposed. The agencies in the Portland metropolitan area work together to develop long-range plans for the transportation facilities to address anticipated growth. These plans specific the classification and size of the major roadway network.

SW Boones Ferry Road is under City of Tualatin jurisdiction north of SW Norwood Road, Washington County jurisdiction from SW Norwood Road to SW Day Road, and ODOT¹ jurisdiction south of SW Day Road. Together, these jurisdictions have planned for the road to be 2 or 3 (with a center refuge) lanes north of the Basalt Creek Parkway Extension and 4 or 5 (with a center refuge) lanes from the extension to the freeway. Most of SW Boones Ferry Road is already at its full width and only the segment between the Basalt Creek Parkway Extension and SW Day Road is planned to have added through lanes in the future but there are no near-term plans to widen this section of the road. Turning lanes may be added at some intersections as the area develops but the through lanes will remain the same.

SW Norwood Road, SW 65th Avenue, SW 82nd Avenue, and SW Frobase Road are all under Washington County jurisdiction. SW Norwood Road is a collector street and is planned to remain as a 2-lane roadway. SW 65th Avenue is designated as an arterial and is planned as a 2- or 3-lane roadway. All portions of these roadways east of I-5 and south of I-205 are outside of the urban growth boundary and will remain rural roads until the boundary changes.

The one significant change in the network will be the construction of the Basalt Creek Parkway Extension² from SW Grahams Ferry Road to a connection with SW Boones Ferry Road just south of SW Greenhill Lane. This connection is designed to have a 4- to 5-lane cross section. Washington County expects to begin construction of this project in the summer of 2023 and be completed in the fall of 2024. This improvement will provide the

¹ Oregon Department of Transportation

² <https://www.co.washington.or.us/LUT/TransportationProjects/basalt-creek-parkway-extension.cfm>

residents of the Autumn Sunrise subdivision with a route to employment areas in Tualatin and Sherwood and other areas to the northwest that will be faster than traveling along SW Boones Ferry Road.

In addition to planning the long-term transportation network needs, the agencies also establish performance standards for the operation of the system. Within the Portland metropolitan area, these standards allow for significant congestion on the transportation system for a variety of reasons. These include the cost of construction and impacts to existing businesses and residences of continually widening roadways to accommodate new demand as well as a goal to shift more people to other travel modes that don't involve individuals driving a car for every trip made.

The transportation impact analysis (TIA) and supplemental analysis memoranda for Autumn Sunrise were prepared within this framework of planned improvements and agency performance standards. The TIA demonstrates that project can comply with the agency performance standards with some improvements.

The project is required to provide frontage improvements along SW Boones Ferry Road and SW Norwood Road that will add complete the streets to the standards established by the City of Tualatin and Washington County. These improvements will widen travel lanes, add curb and gutter where it's missing, add needed bicycle and pedestrian facilities.

The project will also be required to add a traffic signal at the new access on SW Boones Ferry Road. This signal will allow most of the traffic from the development to access SW Boones Ferry Road without having to use SW Norwood Road. This signal may provide some gaps in the traffic flow that could make turning from SW Norwood Road onto SW Boones Ferry Road easier.

The project cannot address system deficiencies that are beyond its control such as freeway congestion, neighborhood connectivity, or unimproved roadways in other areas of the community. However, all development is required to contribute to the long-term planned improvements to the transportation system through the Transportation Development Tax (TDT). This fee is collected at the time of construction to help pay for capital costs of roads and transit needed to serve new development.



From: Tim N. <imneary@gmail.com>
Sent: Thursday, November 11, 2021 9:40 AM
To: Ext - Planning <Planning@tualatin.gov>
Subject: CUP21-0001 & SB21-0001 Comments

Hello,
ello,

I am unable to attend the planned meeting, but I wanted to submit my comments.

I am concerned about the traffic impact of the proposed subdivision. If the subdivision proceeds, additional traffic solutions will need to be implemented on SW Boones Ferry Rd, as well as SW Norwood Rd, SW 82nd Rd, SW Frobase Rd, and SW 65th.

SW Boones Ferry Rd from SW Iowa South to I5 is already a traffic bottleneck during rush hour times. Traffic on this stretch of Boones Ferry is already high due to the two high schools in close proximity. There are additional times of peak traffic on this road from Amazon delivery vehicles. Industrial traffic impacts the final stretch of Boones Ferry to I5, coming from SW Day Rd. Traffic on SW Boones Ferry between SW Iowa and I5 will significantly worsen with the addition of these homesites, which primarily feed to SW Boones Ferry Rd, if no significant action is taken. In order to better accommodate current traffic needs as well as the traffic needs of the proposed subdivision, I strongly suggest SW Boones Ferry be widened to accommodate 4 lanes of traffic from SW Iowa to Day Rd, and adding a 5th southbound lane from Day Rd to I5. I also believe it will be necessary for a traffic light to be installed at SW Boones Ferry and Norwood Rd.

SW Norwood Rd East to SW 65th will also likely be heavily utilized as an additional route to I5. This will likely significantly increase traffic on SW 82nd and SW Frobase roads, and these roads in particular are unlined and residential, they do not seem prepared to handle an increase in volume.

It may also be necessary to increase traffic lanes on SW 65th from SW Norwood Rd to SW Elligsen Rd to accommodate the increased traffic.

Please share my comments to help develop an effective traffic solution. Thank you.

Tim Neary
Resident of Norwood Heights in Tualatin

