



NW Bethany Boulevard Improvements Project Focus Group Meeting #6 Notes

Meeting Date: December 2, 2010

Time: 5:00-7:30 p.m.

Location: Sunset Presbyterian Church

FOCUS GROUP MEMBERS:

Doug Alvarez	√	Paul Enriquez	√
Debra Ashe	√	Bob McMillan	√
Hal Ballard	√	Charles Murphy	√
Chris Biggs	√	Steve Murray	√
Ann Bryan	√	Jeff Oberst	√
Robert Bueermann	√	Sandra Peterson	√
Stephen Collins	√	Norm Rose	√
Rob Saxton	√	John Hartsock	√

PROJECT MANAGEMENT TEAM:

WashingtonCounty			
Matt Costigan	√	Jan Wilson	√
Brian Irish	√	Magdalena Campuzano	√
Kim Haughn		Steve Hansen	√
Steve Kelley	√		
Howell Consulting			
Leslie Howell	√		
WHPacific			
Wayne Bauer	√	Ken Rehms	√
Sarah Heller	√		
Kittleson & Associates			
Wade Scarbrough	√		
Real Property Consultants			
George Donnerberg	√		

OTHER ATTENDEES:

Approximately 45 others (see sign-in sheet for names)

Welcome and Introductions – *Leslie Howell (Howell Consulting)*

Leslie welcomed everyone to the meeting and reviewed the night's agenda. (Copies of the agenda were made available for the audience). Leslie reminded the audience that this is a committee meeting with time available at the end for public comments. The audience is asked to hold comments until then. Leslie reminded the audience that the Project Management Team would be available after the meeting to answer specific questions one-on-one.

The PFG was asked if there were any corrections to the meeting notes from Meeting No. 5 – there were none. The meeting notes were approved by the PFG as submitted and will be posted on the project website.

Leslie reviewed the revised Project Public Involvement Process Chart and future meetings. Revisions since the last meeting include that the project review by the Board of County Commissioners has been delayed until February, and an open house will be held in January.

Question: This is the last PFG meeting before the Board of County Commissioners meeting. Will the Board see one alternative or all alternatives?

Answer: We expect that all four alternatives will be presented to the Board along with the PFG preference expressed at the end of tonight's meeting and community input received at the January open house.

Question: Will there be an agenda for the open house? Will all four alternatives and the matrix be presented?

Answer: There will not be a formal presentation at the open house. Yes, all four alternatives and the matrix will be at the open house plus other information and comment cards.

Question: You mentioned that the PFG membership be announced at the open house?

Answer: Yes, not formally announced but there will be a display showing PFG member's names and who they represent.

Leslie added that the community has been quite involved in the project, but there may be other people who would like information on the project. If you know of these people, invite them to the open house. The County will send out approximately 7,000 fliers, issue a press release, and place notices on the project signs for the open house. If your community board or business would like to post a flier, contact Matt.

Items from the "issues bin" from the last meeting were reviewed.

- **Photos of noise walls.** This will be deferred until Michael Minor is back at another PFG meeting (likely in March). He will have completed the noise study and will present the results.
- **Consider economic impact to homes in evaluation.** A representative from the County's Right-of-way staff and an independent appraiser are at tonight's PFG meeting and will address this a little later in the meeting
- **Add information on possible width reductions to evaluation matrix.** These have been added to the evaluation matrix.
- **Add livability to evaluation matrix.** These have been added to the evaluation matrix and will be discussed further in tonight's meeting.

Right-of-Way and Appraisal Process – Steve Hansen (Washington County) and George Donnerberg (Real Property Consultants)

Steve introduced himself and his role at the County as the supervisor of the right-of-way section. Washington County is required by law to adhere to the following process for right-of-way appraisal and acquisition.

- Set up files and determine property ownership.
- Produce legal descriptions and prepare deeds for each property. The deeds include right-of-way and easements (such as permanent slope, temporary construction, or drainage easements).
- Independent appraisers bid on doing the work through a County professional services process. The appraisers are selected based on their timeline to complete the work as well as the cost of completing the work. Depending on project timelines, a second appraiser may be added.
- The appraisals completed are not lending institute-type appraisals which are limited in scope. They are more involved and more detailed, and will be about 50-75 pages in length. The cost to complete an appraisal for a single home for a project similar to this would typically be in the \$2,500-\$5,000 range.
- Once an appraiser is selected, they get to work researching the properties and gathering data.
 - Surveyors stake the existing right-of-way, proposed right-of-way, and all easements.
 - Appraisers contact the property owners to schedule a time to meet and evaluate the property. Owners are encouraged to be on-site during the visit to provide information about the property that the appraiser may not know, such as septic tank locations, or any underground tanks.
 - The appraisers complete their reports within 45-60 days.
 - The County does not dictate what type of appraisal is required, and the appraisers determine that based on their assessment of the property. Options include determining the value of the taking and damages or a before and after appraisal. Strip acquisitions are generally not a before and after appraisal. Total acquisitions are typically before and after appraisals. Damages could include loss of home value.
- The appraiser determines “just compensation” and that is what is offered to the property owner. Right-of-way agents are required to offer the independent appraisal amount. It is illegal to adjust that value. The presentation of the appraisal to the property owner begins the negotiation process.
- ODOT sets the requirements for appraisals. The County is not allowed to question the appraiser’s methods.
- Once the appraisal is received and reviewed, Washington County gives a copy of it to the property owner and schedules a time to meet with the property owner to discuss the offer. Typically this happens within 7-10 days of receipt of the appraisal. Agents go through the document with the owner and answer questions.
- The agents work to reach agreement with the property owner and iron out the details. Per state law, 40 days are allowed for negotiations before any possible condemnation or other process starts.

Question: What constitutes an error in an appraisal?

Answer: An appraisal is considered to have an error if the appraiser missed something on the property, like a septic system, wells. This is typically something that is not visible to the eye.

Question: Is the value based on real values? How do you determine value?

Answer: George Donnerberg will be speaking about that shortly.

Question: Is it typical for the owner to have representation when they meet with the agents?

Answer: The owner can have anyone they want present at the meetings with the agents; however, they are cautioned that sensitive information is included in the appraisal. The owners need to be sure they are okay with sharing that data with anyone they choose to be present on their behalf.

Question: Is there any negotiation if an owner disagrees with the offer made before condemnation starts?

Answer: Yes, typically 40 days for negotiations are allowed. It is considered an administrative settlement if the agreed-to amount is higher than the appraisal amount. The County is required to write justification for any amount settled on above the appraisal amount.

Question: 7-10 days to review the appraisal seems short.

Answer: The owner has 40 days to respond to the appraisal. Washington County will work with the owners to reach agreement for just settlement. Agents are trained to work with the owners and avoid condemnation.

Right-of-Way and Appraisal Process – George Donnerberg (*Real Property Consultants*)

George introduced himself and mentioned that his firm specializes in right-of-way appraisal and acquisition for public agencies. He has been in the business for 37 years, and clients in the tri-county region include Multnomah County, Clackamas County, Washington County, Marion County, Clark County, major cities, ODOT, WSDOT, and others. He is currently working on the Sellwood Bridge project, and has previously worked on the Murray Blvd widening project and many other similar projects for Washington County.

George reviewed the appraisal process from his point-of-view.

- Washington County has a list of qualified appraisers, and they would be asked to bid on this work. As such, he may or may not work on this project.
- Appraisals will be subject to regulations for imminent domain parcels. Oversight of the appraisers is governed by the state and regulatory agencies.
- The appraisals are individual appraisals, and are not mass appraisals.
- Appraisals start with notification to the property owners 15 days in advance of looking at the property. The owner is welcome to be present and may offer information on the property, structures, etc.
- For strip acquisitions like this project, most would likely fall under taking and damages appraisals. “Take” is the value of the land. “Damages” applies to the remainder of the parcel and may be a severance damage (if the remainder parcel is now odd-shaped or maybe a structure was impacted) or proximity damage (the value of having less distance from the street or right-of-way).

Question: Are setbacks to the right-of-way required? Could the right-of-way be 3’ from the house?

Answer: New homes would require setbacks. Existing homes would not require setbacks. Yes, a situation like a 3’ distance could happen. Severance damages would recognize the decrease in value. The property owner will end up being compensated based on the condition they have now versus after construction.

Question: How do you value the loss of a backyard?

Answer: Projects are tracked over time along with sale values to provide a basis for valuing loss.

Question: Who pays the \$5,000 for the appraisals?

Answer: Washington County pays that as part of the project costs.

Question: How do you get comparative sales (comps) when house prices are already dropping?

Answer: The term “project influence” is when a construction project affects house values. The appraiser would try to find comps not influenced by the project. It is hard to do that in this economy when house values are not constant. The appraiser would look at another comparable neighborhood, for example. George mentioned that he has over 10 years of data on house values and house sale prices, so there is data to look at to determine comps. He also mentioned that current prices have dropped to 2004 prices throughout the metro area. The peak of housing prices was in 2007.

Question: If a property has no loss of property, is there compensation for change in house value?

Answer: Specifics of the property need to be looked at, but compensation is unlikely. Over time, data shows that there is no permanent value loss when trying to re-sell a house. Neighbors could have short-term impacts in trying to market and sell a home, but not long term impacts.

Question: The house at the SE corner of Bethany and Oak Hills has been sold for \$208,000, which is about half of what it was originally listed at.

Answer: A realtor representing that house (who was in the audience) mentioned that it was purchased 4 years ago at the height of the market for about \$400,000. It was listed for sale at \$299,000, and recently sold for \$208,000.

Question: If you have 10 years of data, do you have data on rebounds? What about houses 4-5 blocks off Bethany?

Answer: George indicated that he is not familiar with any study that has been done on that.

Question: Is a difference made for properties that front Bethany vs. properties a couple houses off Bethany?

Answer: Appraisers consider direct project impacts. Properties a couple of houses away from project improvements are not within the affected project footprint.

Question: Will the house that sold for \$208,000 affect comps for getting or refinancing mortgages?

Answer: Maybe, but if so, that would be bad appraisal to only consider that one house.

Question: Houses are being offered for much less than they were 4 years ago. Is that because of the project?

Answer: House prices are lower because of the depressed economy which is affecting the whole metro area, not just this neighborhood.

Question: Is the depressed economy taken into account for appraisals?

Answer: As an appraiser, we have to look only at current market prices, and can't adjust for a depressed economy.

Question: Assume a \$300,000 home value. What's the expected range of appraisal values by different appraisers for just compensation?

Answer: Random residential appraisers in Portland would give a large range for compensation. When you narrow the field to licensed, qualified appraisers for this type of project, the range would tighten to within a 10%-15% range. These are complex appraisals and they try to make sense out of non-market situations. Most appraisers tend to err on the side of the property owner if it comes down to something subjective. The County wants to reach agreement with the property owner instead of going through litigation.

Question: There is a house on Barkton that is within the Oak Hills HOA and pays dues. If that becomes a total acquisition, how is the HOA compensated for loss of yearly dues?

Answer: Whoever owns the property is required to pay HOA dues. If it becomes a total acquisition by the County, the County would pay those dues as required while it owns the parcel. It would likely be re-sold, and the new owner would be responsible for paying those dues.

Question: What is the County's success rate on negotiations?

Answer: George stated that in his 37 years and thousands of appraisals, less than 1-2% have gone to litigation. Steve stated that in his 10 years with Washington County, only one has gone to litigation.

Question: Real estate agents can't represent you as a homeowner, can they? Are licensed appraisers recommended?

Answer: These are complex appraisals, and it is recommended to look for a certified general appraiser if a property owner is going to have their own appraisal completed.

In closing comments, Steve mentioned that by law he is required to provide pamphlets to property owners that detail out what the state laws are for right-of-way acquisition. He brought those tonight and they are available at the sign-in table.

Traffic Model –Wade Scarbrough (Kittelson & Assoc.) and Steve Kelley (Washington County – Long Range Planning)

In response to previous questions raised by the PFG and public, Wade Scarbrough and Steve Kelly from the County made a presentation regarding traffic modeling and forecasting. Wade presented an exhibit showing the previously shown TAZ (Transportation Analysis Zone) map now overlaid on an aerial image. The numbers on the map are for the 2005 and 2035 housing units and the net differences (+/-). The housing numbers only are listed on the plan as the employment numbers were not shown for clarity, but are available. The map shows housing growth by positive or negative numbers. It shows where Metro expects growth and infill to occur.

Bethany Blvd is at the threshold for what a 3-lane roadway can handle. Current ADT is just over 20,000, ADT and a 3-lane roadway can generally handle 20,000 – 22,000 ADT. Bethany Blvd is very near the limit of a 3-lane roadway now. Even if the growth projections are off by several percentage points, it would not change the need for a 4- or 5-lane roadway in the near future.

Steve introduced himself as a senior traffic planner at Washington County. He has worked in travel demand forecasting for 18 years and has worked with Metro, local agencies, and now Washington County.

He stated that the traffic model is a regional model and not just a County model. It is compiled among Metro, Washington County, cities, counties, and reaches from Vancouver to Wilsonville and out to Gaston. The model is developed with input from all these agencies to analyze traffic in the whole area. Traffic planners review the numbers and analyze them.

The traffic model is used as a planning tool to look at the region, and not project specific designs like signal timing. He typically uses a range of forecasts to arrive at numbers and at a range of traffic projections.

For the NW Bethany Blvd. project, future traffic number estimates have ranged from 32,000 to 40,000 ADT. As a designer, you don't want to design for 20,000 if you know it is likely going to reach 35,000. Traffic numbers yield a 15%-20% swing for any given day based on day of the week or traffic conditions. He believes that 32,000 to 39,000 is a safe estimate of future traffic on NW Bethany Blvd. Residential

numbers changing by a few digits, i.e. from 165 to 103, are not going to make a big difference in traffic volume estimates.

Washington County has Level of Service (LOS) standards, and these need to be met or exceeded for a project. If a community does not want the improvement, the trade-off is congestion and/or cut-thru traffic. Peak periods are a key design consideration for congestion, coupled with how long congestion lasts.

Cut-thru traffic has been a concern. If there is congestion on Bethany, cut-thru traffic increases in the neighborhoods. Meeting the LOS standard will help to limit cut-thru traffic by improving the mainline traffic capabilities.

Question: Do the TAZ +/- numbers represent 10 trips per day?

Answer: That has been previously discussed as far as trips per day. This is a regional model and accounts for regional trips. The model looks at several factors of behavior to determine trips. A survey of households in the metro area was completed to determine the number of trips per day for occupied households. Questions included age, income, employment, family size, etc.

Question: Will the 7,000 new homes in North Bethany come down Bethany Blvd?

Answer: No, the model shows the trip distribution to a number of streets for the increased traffic.

Question: Isn't North Bethany traffic going to head west?

Answer: Yes, some will, but about 10% to 15% of the traffic from North Bethany is expected to travel on NW Bethany Blvd.

Question: Did the survey account for demographics?

Answer: The survey size was 6,000 households throughout the region and took into account different types of households to determine behavior.

Question: What assumptions do you use for changes in households?

Answer: The survey was updated and will be updated again in 2011. The demographics are brought forward, the population is aged, and household sizes are adjusted.

Question: How much of this is induced traffic? Will people go out of their way to use a newer roadway?

Answer: Re-distribution of trips may or may not happen. A good example of redistributed trips is a new freeway, which is different than a roadway widening. Trips may be redistributed to a roadway improvement like this.

Question: Does the model take this into account?

Answer: Yes, the model was used to look at no build and build alternatives and how the trips are distributed based on the alternative.

Question: Was traffic to the east into Multnomah County taken into account?

Answer: Yes, the model looks at regional growth and uses a regional boundary, not city or county.

Question: Which agencies have access to the numbers?

Answer: These are regional numbers, and all agencies within the region have them. Metro published the numbers in 2007, and will update them again next year in 2011, as decisions need to be made on the best available data.

Question: The numbers were published in 2007, but the model says 2005. Which is correct?

Answer: The data was collected in 2005, and it took time to process and verify the data, so it wasn't published until 2007. The 2011 model will be developed using 2010 data in the same fashion.

Continue Evaluation of Design Concept Alternatives – Wayne Bauer (WHPacific)

Wayne gave an overview of the revisions made to the matrix in response to requests by the PFG at the last meeting. These included the following:

- Added a column with the no-build alternative and data for that alternative;
- Added information on the impact of lane width reduction and what the width reduction might be;
- The topographic survey has been completed, so the number of trees impacted was added;
- Created a matrix to cover livability;
- Community support will also be considered to include PFG member input and public input from the open house

Right-of-way costs are not included, as any numbers at this time would be “guesstimates” and inaccurate.

Question: Under 1(A), the intersections are shown as LOS F. The diagram for the Saltzman project shows LOS F, but that intersection works nicely now. Is LOS F accurate?

Answer: By 2030, these intersections will reach LOS F and fail. The NW Saltzman Road project was completed after lengthy discussions with County staff before making the decision to build a 3-lane section. The decision was based in part on not having sufficient construction funding available for additional improvements to add other turn lanes, etc.

Question: What do pedestrian safety and pedestrian crossings categories represent?

Answer: Pedestrian safety is providing sidewalks, which is covered in all build alternatives. Three protected pedestrian crossings are provided at the traffic signals, covered in all build alternatives.

Question: What does LOS F even mean? Is it just a 50-second wait?

Answer: LOS F is at least a 50-second wait. It may be significantly more than that. At LOS F, people start to take unsafe and irrational measures, such as making u-turns and pulling out in short gaps or begin looking for alternative routes.

Question: If it's only a 50-second wait, deal with it. If it's greater than, say, 200 seconds, then something should be done to improve it. If it's only in rush hour, that traffic can wait.

Answer: LOS F reveals that there is a combination of a congested roadway and extended wait time for an acceptable gap. Estimated delay times could be added to the matrix.

Question: The focus seems to be on vehicles. What about bicyclists and pedestrians numbers? What does a walkable road look like?

Answer: Bethany Blvd is currently used by a limited number of bicyclists and pedestrians. There is the philosophy of “build it, and they will come”, and it is expected that more people would use the bike lanes and sidewalk on Bethany once this project is completed. It is difficult to model bicycle and pedestrian use.

Livability: Requests were made at the last PFG meeting to try to capture livability in the matrix. Matt had asked the PFG to provide the PMT with their thoughts about what livability means to them. Several PFG members, as well as members of the public, provided input to the PMT that was summarized and put into its own matrix. Three general categories were added: impact to accessibility, impact on aesthetics of corridor, and impact on neighborhood / living conditions. Wayne discussed the new livability matrix. For some categories the west and east sides of Bethany are impacted differently, and the matrix attempted to

account for that. Under air quality impacts, stopped cars produce more air pollution than an increase in cars would. Michael Minor's study is not yet completed, so the information in the matrix is based on his preliminary findings.

Question: Under "pedestrian crossing distance", why is there longest and shortest for values?

Answer: Relative ratings were used for subjective categories. This just stated facts – the 3-lane alternative is shorter to cross than the 5-lane.

Question: Will removed trees and landscaping be replaced?

Answer: They will if the space is available in the right-of-way. The number of trees may actually increase from what is out there today, based on the County design standards.

Question: Will you check noise impacts as a result of Michael Minor's studies?

Answer: Both the noise and air studies are currently in progress. The ratings shown are based on preliminary findings. These will be updated when the studies are completed.

Question: Why is the 4-lane alternative the worst for auto access? You may want to look at that category for number of intersections closed vs. LOS.

Answer: Because it limits accesses to several side streets when compare to the 5-lane and 3-lane. The design team will look into that.

Question: Can you add numbers to the matrix for delay and traffic volumes?

Answer: Yes.

Question: The bottom three categories (provide road capacity; provide bicycle capacity; and provide pedestrian capacity) seem to overlap. Can you explain that?

Answer: Yes, there is some overlap, but we wanted to provide livability overview for each of those categories.

Question: Could you use the following rating scale for subjective categories: best, better, good, poor, worse, worst?

Answer: Yes, we will look into that.

Question: Will noise study data be added?

Answer: Either numbers or evaluation data will be added. The studies are expected to be completed in January or February.

Question: Will the PFG members get to see updates to the matrix prior to the Board of County Commissioners meeting?

Answer: Yes.

Question: It appears that there are a lot of holes in the information, such as traffic and noise. Will those be filled in?

Answer: Information will be updated and circulated to the PFG members. We are looking for an evaluation of information included to date. We will send updated traffic and noise information to PFG members.

Question: Having all the information is needed to fully discuss this with neighbors.

Answer: We will get the updated information to PFG members and post it to the project website.

Question: Can you add the date to the livability matrix?

Answer: Yes.

PFG members were asked to review both matrices and send comments, questions, revisions, or additions to Matt.

Survey of PFG Member Preferences – Leslie Howell (Howell Consulting)

Leslie polled the PFG members and asked them for their preferred alternative and a brief statement of why.

Jeff Oberst

Preferred alternative: On the fence between Alternative #2 and Alternative #4

Concerns: #4 doesn't increase capacity of the road which is the purpose of this project.

Comments: He doesn't live on the project, so is not emotionally tied to the decision. Growth is coming, and he travels daily through Bethany and realized the need for more capacity is coming.

Chuck Murphy

Preferred alternative: Alternative #4

Concerns: He wants inadequate turn lane fixed.

Comments: Traffic moves smoothly through the Claremont area which has a 3-lane section. He doesn't see any reason for additional lanes.

Paul Enriquez

Preferred alternative: Alternative #2 without barrier in front of Audrey

Concerns: No.

Comments: There will be impacts with any alternative, and feels that the 4-lane does not require as much widening as the 5-lane while the 3-lane option still need widening and property acquisition; the 3-lane would still allow for increased traffic but not qualify for sound barriers; the 5-lane would limit areas for landscaping and hide sound walls; 4-lane would support growth for the next 20 years; and 3-lane would still be constricted if accidents occur.

Norm Rose

Preferred alternative: Alternative #4. Strongly opposes any alternative that negatively impacts Oak Hills.

Concerns: A wider road will bring more cars which will bring more pollution. He doesn't believe the projections for traffic numbers are correct and believes the future growth assumptions are off by 25%. Speed bumps should be added to decrease cut-thru traffic in Oak Hills. Livability of the Oak Hills community is important. The bottleneck is US 26, not Bethany.

Comments: Polled the Oak Hills HOA: 85% were against Alternative #1, and 87% were in favor of Alternative #4. He does not believe the traffic information and would like a copy of the report.

Rob Saxton

Preferred alternative: Alternative #1 is preference, as it provides mobility through the corridor and maintains accessibility. Alternative #2 would also work as it provides mobility but will limit accessibility from certain side streets.

Concerns: As was shown in the traffic study, traffic at existing intersections is at capacity now. As more jobs develop in the Hillsboro area, and the economy picks up, this congestion will only get worse.

Safety for the residents of the immediate area is of utmost concern. The residents of Claremont should be cognizant of the response times for emergency vehicles. Tualatin Valley Fire and Rescue has repeatedly told the county that any reduction in lane widths or reduction of the number of lanes will only increase their response time to an emergency.

Comments: Everyone agrees that the traffic will only be increasing in this area. The transportation plan was developed to anticipate the need for capacity improvements on the transportation system. The plan has challenges, even in its current configuration. By limiting the capacity of this link to 3 lanes or less, it will put more traffic on the surrounding links (IE local streets, 174th, Nw Oak Hills, NW Bronson, NW 143, etc.).

With the anticipated interchange improvements at HWY 26, and the ultimate development of the Multnomah County area, more trips will occur around this interchange. Regardless of the end alternative for Bethany, the number of vehicles will increase beyond the 20 year planning horizon, to the point of full capacity.

The committee needs to find a balance between safety and mobility/congestion.

Steve Murray

Preferred alternative: Alternative #4

Concerns: The bottleneck is US 26, not Bethany. He agrees that traffic growth should be considered. He feels traffic will increase on Bethany with a wider road. Better access should be provided to the west, not encouraged south on Bethany.

Comments: He wants a signal at Bronson, and all alternatives include that.

Debra Ashe

Preferred alternative: Alternative #4

Concerns: She wants a signal at Bronson, and all alternatives include that. The bottleneck is US 26, not Bethany.

Comments: She polled her development and they support Alternative 4.

Sandra Peterson

Preferred alternative: Alternative #2 is preference; second choice is Alternative #1

Concerns: She wants signals at Oak Hills and Bronson, and all alternatives include that. She doesn't feel a 3-lane option will be sufficient.

Comments: Bethany is an arterial and should function as one.

Ann Bryan

Preferred alternative: Alternative #4

Concerns: She is concerned with a 5-lane roadway through a residential neighborhood. She doesn't want children crossing a 5-lane roadway. She doesn't want to have to pay homeowners for property for roadway widening.

Comments: She supports the smallest road possible.

Robert Bueermann

Preferred alternative: Alternative #2

Concerns: He talked with Tualatin Valley Fire & Rescue and the County Sheriff Deputies. They suggested that the 4-lane roadway would meet their needs for emergency traffic management and would provide access for emergency exit for fire or earthquake. They would also prefer an opticom at Ridgetop for fire access. When North Bethany expansion starts, construction trucks will use Bethany and a 3-lane roadway is not sufficient.

Comments: Four lanes would meet the TSP. Funds available for the 5-lane roadway would yield a surplus if the 4-lane is constructed. Excess of funds could improve the 4-lane section with additional landscaping.

Doug Alvarez

Preferred alternative: Alternative #4

Concerns: He only sees the delay as an inconvenience. If for emergency reasons a wider roadway is required, he is ok with Alternative 1, the 5-lane roadway.

Comments: If the selected roadway is more than the 3-lane, he prefers the 5-lane alternative. He feels the turn lane is important.

Stephen Collins

Preferred alternative: Alternative #4 is preference; second choice is Alternative #1

Concerns: He wants signals at Oak Hills and Bronson, and all alternatives include that. The 5-lane impact is not worth it.

Comments: Alternative #2 is his least preferred because Avondale access is shut-off from Bethany.

John Harstock

Preferred alternative: Alternative #1

Concerns: For the school district, the traffic signal at Oak Hills is the most important.

Comments: 5-lane alternative is the long-term solution. The County has funding and several other agencies do not. The 5-lane alternative helps to keep school buses on schedule. He does not support the four lane because of the lack of left turn lane.

Hal Ballard

Preferred alternative: Alternative #4

Concerns: If Bethany from West Union to Springville is a 5-lane roadway, then discuss a 5-lane roadway for this section. Otherwise, go with a 3-lane roadway.

Comments: The County has an opportunity to do something more than what is spelled out in the TSP. They have to look at other options for this project. If the 3-lane alternative is chosen, then West Union traffic has to be looked at. The County should be looking at alternative transportation options.

Chris Biggs

Preferred alternative: Alternative #4 is preference.

Concerns: Fix US 26 before Bethany. She lives on Bethany and will lose property to the project. She is concerned with quality of life in the neighborhoods.

Comments: She strongly supports the three lane option but is willing to consider Alternative #2. She does not feel that the 5-lane can be justified given the data presented to date. If a 3-lane is built, it will need to be fixed soon.

Bob McMillan left the Focus Group meeting before he could give his comments. Leslie followed up with him afterwards.

Bob McMillan

Preferred alternative: Alternative #1 (5 lanes)

Concerns: He does not want to move forward with a project now that will have to be redone in the future. He is also concerned about narrowing lanes, bike or pedestrian facilities. He feels the full County standard is a safer option.

Comments: We should do the right thing now and set ourselves up for future success. He understands there will be impacts, but believes that in the end everyone will be better off. High priority is not delay, it is about a safer facility.

Public Comment Period – Leslie Howell (Howell Consulting)

Leslie asked for public comment from those in the meeting audience.

Martha Moyer – Lives at 11638 NW Graph Street, south of Springville. She gave an overview of her typical routes for accessing Highway 26, 217, and downtown Hillsboro and doesn't use Bethany. She believes most traffic from her area will go west from North Bethany, and not south. Road A to Cornelius Pass Road and other improvements to Springville Road are needed. The County needs to foot the bill for these projects. Quality of life and livability are major issues, and she's glad to see this for transportation projects. Trees need to be accounted for. A 3-lane roadway with bike lanes and sidewalk will be sufficient to move traffic on NW Bethany Blvd.

Fran Bates – You are asking the wrong questions. Is congestion bad? Yes. But we need to stop building for vehicles and get people to think of other alternatives to get around.

Darla Castagno – Question to Matt - How are the professionals hired to conduct the historic analysis coming along with their impact analysis? Oak Hills is applying for historic status. If approved, this will be the first historic community this is mid-century. The Board should look at this. She is asking for help and protection for the neighborhood.

Response: The archeologists are waiting for the Area of Potential Effect (the APE or estimated project construction limits) to be defined before they start their studies. This will be provided to them soon.

Micki Sparr – She emailed Matt and PFG with some questions and thanked Matt for responding. One question that was not answered was why the County built Saltzman Road even though it didn't meet LOS standards? She said there were 23 failing intersections listed in the traffic report for that project. There shouldn't be an impediment to building a 3-lane roadway on Bethany Blvd. She is willing to accept failing intersections to save homes.

Suzanne Walker – She agrees with Hal that a 5-lane is business as usual. This is a time for the County to be innovative. Say no to a 5-lane and yes to a 3-lane. Move people, not cars. Look at ways to move people. She is concerned with the reduction in the bike lane width. Six feet is good, and should not be decreased below that.

Robert Erickson – Thank you to PFG members for looking at Bethany aside from the standard concept, like Murray and Cornell. Leadership of Commissioners should look at why people move to this county – it's for neighborhoods and communities. A 5-lane roadway is not needed, and it creates congestion at either end. There is no point to have cars speed thru the 5- or 4-lane roadway. PFG members have represented the people well. Please take the concerns of the neighborhoods back to the Commissioners. Don't build a 5-lane road.

Ron Crutcher – He is concerned about the house that was sold for \$208,000. He has a property on Barkton that four years ago was purchased for \$439,000 and is now on the market at \$299,000. Another home with the same floor plan, but was off Bethany, recently sold for \$399,000. This was specifically due to location, nothing else. He hasn't seen a sound wall that is prettier than trees. This is a busy street, and there is a perception that backyards are wanted and desirable for families. He raised kids in Oak Hills because of the neighborhood qualities. He doesn't see a 5-lane roadway as necessary.

Conclusion – *Leslie Howell (Howell Consulting)*

Leslie mentioned the next steps in the process includes an Open House in January, followed by the Board of County Commissioners meeting in February and the next PFG meeting in March.

Items added to the “issues bin” for the next PFG meeting:

- none

End of Meeting Notes

Next PFG Meeting: Thursday March 10th, 2011, from 5:00 to 7:00 p.m.

County Board of Commissioners Meeting: Tuesday February 22nd, 2011 6:30 p.m.

Open House: Thursday January 27th, 2011 (note new date): Sunset Presbyterian Church 5:00 to 7:30 p.m.