



Bethany Boulevard (NW Bronson Road to NW West Union Road)

Open House #2 Summary January 27, 2011

Washington County held the second project open house for the Bethany Boulevard project on Thursday, January 27, from 5:00 to 7:30 p.m. at the Sunset Presbyterian Church. To inform the public of the event, Washington County sent out approximately 5,500 flyers to the surrounding neighborhoods which included areas of CPO 1 and 7. Announcements were made to the CPO 1 and 7 monthly newsletters as well as in the Cedar Mill News and the Oak Hills Oracle. A Press Release was sent by Washington County to its standard list of local and regional newspapers and radio stations. Project signs were placed at the north and south ends of the project, and an announcement about the open house was hung from the signs. The project web site included an announcement of the open house.

The purpose of this open house was to review the analysis completed for the project, and to solicit input from attendees on their preferences relative to the alternatives under consideration. An open house format was used at the meeting, allowing members of the public to discuss the corridor and project issues with members of the Project Management Team (PMT). Thirteen members of the project team and several additional staff from Washington County were available to answer questions. Approximately 450 people attended the open house. Attendees were encouraged to meet the members of the PMT, and to record their comments on a comment form or blank flip chart. The comment form included a place to express their preference for a specific alternative.

The following exhibits were on display at the meeting:

- MSTIP exhibit
- Existing and Forecast Traffic Volumes
- Existing Levels of Service
- Summary of Signal Warrant Analysis
- Projected 2035 Levels of Service
- Future Land Use Assumptions (Metro Transportation Analysis Zones)
- Project Requirements
- Project Aerial Photo
- Project Photos
- Typical Section
- Roll Plots of each of four alternative concept designs
- Typical section for each of four alternative concepts
- Alternative Evaluation Matrix (including livability matrix)

- Aerial showing project area with existing right of way
- How to stay involved and Informed
- List of Project Focus Group members and their affiliations
- Public Involvement Process Chart
- Project Schedule
- Right of Way process
- Noise analysis displays: Introduction to Acoustics; Typical Sound Levels; Potential for Sound Walls by Alternative;

Handouts:

- Comment forms
- Project Fact Sheet with Frequently asked Questions
- Moving Because of Highway or Public Projects
- Acquiring Lands for Highway and Other Public Projects

Display space was also provided to the Highway 26/Bethany Interchange project, and there was a member of the County staff available to answer questions.

A group of interested neighbors representing the “3 not 5” group set up a table in the hall way outside the project open house to catch people as they arrive to distribute information and solicit donations.

Comment forms were set out for those attending to identify their preference for a specific alternative. The comment form also asked the questions as to why this alternative was selected, what would make this design alternative better and a space for additional comments. Of the 360 comment forms submitted, roughly 90% (323) were in favor of Alternative #4 (3-lane), 8% (32) preferred either Alternative #1 or #2 (5-lane or 4/5-lane), and only 2% (6) preferred Alternative #3 (5-3-5 lanes). Following is a summary of comments received at the open house:

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
Traffic is acceptable now, not perfect but livable for Oregon. This is not California - we need to preserve existing neighborhoods. 5 lanes changes all the above and does not necessarily really reduce the drive time for people who will be living potentially in the North Bethany Area. Rework traffic problems form existing neighborhoods and keep it 3 lanes.	Sound walls and Hwy 26 interchange fixes westbound Cornell exit off of 26 should get to 3 lanes quickly	
More friendly to those existing neighborhoods will not feel like a "free way" (Murray Blvd) 35 mph speed limit on a 5 - lane road will be a joke! - people will drive 40-45 mph as well know		5-lane will negatively impact the existing neighborhoods - property values, walkability etc.
Safety, noise, property value decrease all homes along Bethany and overall		
Let's keep the cost low and the design practical. The proposed plan detracts from the surrounding neighborhoods. Let's save the money and use it on something that is more practical and sustainable, like bike lanes everywhere and better public transportation.		
The expense for such a start distance, based on futuristic traffic reports that are not factual makes it difficult to see why home acquisition needs to occur and neighbor disruptions. If the 26 interchange was funded and could handle the higher capacity of traffic that might sway my opinion, but that does not seem to be	The design in general seems right, supports growth and alternative traffic safely.	

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the case.		
Lowest cost and I believe another "makeover" would be needed in 2035 whether you have 3 lanes or 5 lanes. Going from 3 to 5 lanes should be paid by the developers of North Bethany Area.		The open house was very informative but I wish you had estimated the right-of-way costs and easement costs.
3 lanes provide enough lanes for traffic for the probably the next 10 years. Who knows if houses will be built north of us. If houses are built then, the houses to the north can contribute to build wider roads. By this time we would need to be repaved anyway.		
If Bethany Boulevard is expanded to five lane at Bethany and Ridgetop. In emergencies vehicle fire ambulances and police will take longer to respond to emergencies. Bethany Boulevard will have no left turn lane off of Bethany Boulevard emergencies vehicle will have to go through the neighborhood to respond 35 seconds or longer 55 homes		
Better traffic flow		
Preserves livability of neighborhoods makes traffic flow improvement same as section north of Bethany increases safety on Oak Hills drive for pedestrians crossing by shortening distance vs. 5 lanes	Make it like the 3 lane road north of West Union!	The 5 lane option will greatly reduce values for homes backing up to Bethany. According to reputable real estate reps & registered appraisers that will decrease the value of homes throughout the neighborhood since comparables are needed in appraising properties
We need at least one main artery to the highway. Anyone north of West Union especially north of Laidlaw is affected in their commute to Hwy 26. Plus the narrow road is dangerous with the drainage ditches. With the Alt#1 or Alt #2 would do the trick. Either #3 or #4 will still cause bottlenecks.	As long as the stop lights can be timed or communicate in some way. The traffic flow would be the best. Streetlights also need to be installed in those areas.	The street definitely needs to be expanded - If not now then in the future. It a 3 lane design is approved for now, more taxes will be needed later on for a 5 lane road. Let's do it right in the first place.
Five lanes not needed. Freeway overpass only 3/4. Oak Hills is a historic district. No loss of OHHA homes !!!	Only three lanes thru out. Center moved further west.	Wash Co is required by law to recognize Historic Districts. Please do so!!
Bethany is a neighborhood street. I want a nice "green" gateway to my community (Bethany). We need a people-friendly road, pleasant for cyclists & pedestrians and autos.	2 left turn lanes from northbound Bethany onto WB West Union - tons of cars want to head west.	\$14M is too much money for a less-than-a-mile road. No to 5-lanes in any part of residential Washington County. When I think of 5-lanes the hideous Murray Rd comes to mind. It's ugly, it's empty, except at rush hour & it ruined a neighborhood. Yes I realize a 5-lane Bethany would not be as devastating as Murray, but it is terrible idea to run 5-lanes through any neighborhood. Washington County can do better than that. Build pleasant 3-lane roads in our communities.
Good compromise. Saltzman is now 3 - it's a major arterial, it works.		
		Stupid question - this should not be a popularity contest! Should be disregarded based upon real traffic number NOT the imperfect data been used today!
3-lane is the only alternative that is appropriate based on the facts and true needs. Any other design would be nothing but overkill and is completely unnecessary.		
3-lanes will meet the traffic needs but not impact the livability of our neighborhood as drastically as a four or five lane road. If the road is expanded to 4 or 5 lanes, property values will decrease, long time resident will move, cut through traffic will increase and our neighborhood will never be the same.		This is an established community and expanding the road to 4 or 5 lanes will drastically impact the community as it is now. I question the need for more houses in North Bethany. The projections the County is using for their recommended five lanes and their lack of willingness to share the data or even reconsider their current assumptions.
If I am forced to vote...but none of the above. I prefer to go with the 3 not 5 group. The homes that currently exist provide the foundation for the community Oak Hills is especially the corner stone of this community.	go with the 3 not 5 design	If you mess with this community you will forever change the feel of the whole area. People will move who are stalwart in the in the area and that will change the demographics and the quality of the school. Leave the neighborhoods alone. Let people who choose to live in North Bethany have a

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		longer commute. That's their choice. If they don't want to commute, then buy closer in!
After much deliberation, the 3 lane alternative makes the most sense for a neighborhood arterial in an area when the school boundaries span both sides of Bethany.	Ensure that all designs keep sidewalks, bike lanes, & landscaping If sound walls are needed provide aesthetically pleasing walls that integrate art work to support neighborhood identity & character.	I definitely favor decisions to spend tax dollars to widen the Bethany 26 overpass & area through Bronson to 5 lanes I also favor options to address traffic volume anticipated in North Bethany by widening Springville Rd to 185th & widening 185th to 26. Also consider the 174th underpass to allow traffic to move across Hwy 26, not at a highway on-ramp
Less impact on existing homes		The Telshire neighborhood to the east of Bethany could use a pedestrian crossing and could use a traffic activated signal for autos. We have no options for existing development unlike Oak Hills, which has several ways out.
I enjoy living in Washington Co and I enjoy living in Oak Hills. I hate to see us not getting along. If you take Alternative 1 and clip off 1 sidewalk and 1 bike path it almost hits the ROW of Alternative 4. Wouldn't that be a better choice than forcing our selves to adhere to an arbitrary standard?	It would not require cutting a 12 foot swath off of one of the west's most livable neighborhoods	I'm glad you left a mechanism for comments.
Seems like the best design without turning Bethany Blvd into a highway	I'm afraid that the traffic lights at Bethany Blvd and Bronson Rd will create a new bottleneck	
It reduces noise level pollution, @ any given time doesn't destroy the integrity of Oak Hills or destroy back yards & property values. How can one justify spending 14+ million to save 2-3 minutes of driving time!	Putting up sound walls. It saves money + homes	What will it take for the County commissioners to make a decision that reflects public tax payer opinion versus political contributions made by those who subject to profit handsomely by development.
Safer least expensive can accomplish what is needed without sacrificing the integrity of the neighborhood. Only 3 lanes are justified. Traffic will be slower with 3 lanes	If you need to improve traffic flow from the north change Bethany to 3 lanes, as with Saltzman. Change 143rd as another option as well.	The 5 lane option grossly expensive for a 3/4 miles improvement. The bottleneck at Bronson will be awful. Home prices are already lower due to the financial / mortgage crisis, they are now going lower still because of the 5 lane road! A 5 lane road will have cars travelling too fast. Who is going to pay for this and how much will it cost the local taxpayers the expense is ridiculous?
This would not greatly impact the livability of Oaks Hills and nearby area! The los.....be less. My family has been Oak Hills residence since 1968. I would also ask why the county did not plan on the growth that has occurred & may occur in the future when it authorized hundreds of millions in over tax breaks for ...out of state & international firms when it took this action in the 1990's		In many ways Oaks Hills and the surrounding area are already experiencing the level of noise, traffic, crime etc which are seen in the cities of southern California etc We had street cars when I grew up in Portland's east side. Perhaps it's time that the county consider this type of transportation. In no way would I support a 5 lane "free way" such as is being considered!
Feel it will meet the need to make Bethany a safer place for pedestrians & bicycles and help traffic flow more smoothly while preserving the neighborhoods that already exists and keeping the integrity of Oak Hills, a well planned community		We moved to Oak Hills because of the amazing community design, green spaces, and high property value. All these are threatened with a five lane design when a 3 lane design would provide all the benefits for less cost.
If you build it they (more cars) will find it useful & come. We need to put our money into more environmental friendly & healthy alternatives. We need to protect strong community neighborhoods.	3 lanes, bikes paths, sidewalk & continue it though the overpass & north of West Union, but not 5 lanes.	
Concerned about turning left out of Telshire on any of the plans due to stop light @ Oak Hills & West Union - will there be gaps so I can get out of my street?		
So I do not have to wait when going somewhere	3 lanes are best	It is unhealthy to pollute air
I do not believe that North Bethany will have significant build out for at least 10 years. - spending less money now for 3 lanes may be more cost effective even if the actual widening is required later. 3 lanes is obviously adequate now - 10-15 years from now	Less private property destroyed 3 lanes could be widened at Bronson & at Oak Hills even 5 years from now to correct if build out is little faster	

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there may be enough good jobs in Hillsboro that no traffic will actually go west		
Much better for the neighborhoods		
Because of cost on alternatives 1-2-3. Because I felt it would be adequate for traffic flow - doing the least damage to property values. Saltzman is a great example of proper lanes & turn offs, sidewalks and stop lights	Better access to Sunset Highway. It's a bottle neck at present. This will only make it worse.	
Least invasive		Look at what's been done to Saltzman Road!! Why couldn't that happen on Bethany???. Three lanes there...bike lanes, sidewalk, etc. Oak Hills is unique, one of a kind, known nationally, why destroy it? We are original homeowners, have lived in Oak Hills for 38 years.
I believe any other alternative will just move the bottleneck down the road to the overpass and not alleviate the existing bottleneck. The 5 lane propose jeopardizes the livability of too many Oak Hills homes. I don't think Bethany Blvd. should be considered an arterial instead of a non arterial road.	Least expensive still move traffic and not affect the housing in Oak Hills	
Less impact on people's private property would not have an impact on Claremont area (W Union North), destroy the Blvd. Saltzman is a 3 lane & it works well. Bronson is the bottleneck. A 5 lane would look like 185th, a bottleneck at W Union. I like the stoplights.	A 3 lane please	I just found out that this plans for 5 lanes has been in the works since 1988 about the time my house was built. A five lane would affect traffic on my kid friendly street. The right of eminent domain is going to affect our property values. No one should have their house condemned because of developers needs.
I do not feel that 5 lanes is really to take care of a traffic problem of about 30 minutes time a day - highway on & off ramps are more the issue. It is hand enough to cross the street with my kids now (2 lanes) from Oak Hills compared the nightmare of 5 lanes! 5 lanes is not the right feel for this residential neighborhood!		A streetlight is needed at Bronson and Oak Hills Drive. I have avoided making a left turn onto Bethany at Oak Hills for 8 years now due to reduced visibility and car speed. There is no reason to cut into people's yards for a project that has such huge opposition - hey, if the neighborhood don' even want this change why spend millions doing it?
5 lanes are unnecessary - the problem is highway off & on ramps, not the thruway. Fix the highway problem.		
5 lanes is unnecessary and waste of resources	Saving property values of neighborhoods	A streetlight is desperately needed at Bronson & Bethany!
I believe that 5 lanes are not necessary. I would like the County to review the projected traffic numbers. The funding should go to the overpass not Bethany.	Improving the overpass. Improve the road to 3 lanes only	I find it very frustrating not being told the facts. Where is the funding for the overpass? Having been told it will be improved in 2012 - I do not believe it!
5 lanes are too much land usage & then at West Union Rd -they must go to 2 lanes again - there will be a bottle-neck there waiting for traffic to disperse.		
No plans for an overpass expansion? No plans to widen Bethany past West Union? No need for 4 or 5 lanes from 26 to West Union. Save your \$ and rethink your models for expansion in Wash Co.		Go forward w/ a 3 lane option. Is Metro updating their population & traffic expectancy model? Yes they are. You need now facts & figures to go forward w/ any option other than a 3 lane option.
I would like to suggest Alt #5 just put signal lights at Bronson. This would then break up the traffic for people entering Bethany Blvd. From the Oak Hills area. Alternative 1-4 not wise in hard economic times.		I use Bethany Blvd all the time and I don't have a problem.
I believe we should encourage people to take public transportation rather than drive cars - More cars = more pollution. County commissioners should be proud to back the "greenest" solution	As is, it works: makes it safer less expensive	Please, please consider the input that you get. Prove to the county residents that your minds are NOT already made up.
This is the most sensible approach for all residents being impacted by the project. A larger expansion of this roadway will spoil the livability along Bethany plus cause a major back up at the Hwy 26 overpass.		
We do not need more 5 lane roads, it just encourages people to drive more. There are many other routes in and out of Bethany		Concerned about the traffic light on Bronson & Bethany distance between the intersection & Hwy 26 is very short,

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area.		this can easily cause a back up.
Predictive analysis is frequently wrong. I question the lofty data justifying 5 lanes. I also question the apparent piecemeal approach to solving the area's traffic issues.		
Less cost. Open up Cornelius Pass Rd. Less noise pollution. More livable areas.	Do not extend it through very established areas.	
Why spend excessively to build roads when you are not sure they are needed. Why ruin neighborhoods to satisfy development.		
3 lanes does not destroy as much backyards property. I believe a turn lane down Bethany Blvd would greatly help solve the issue. I also think there should be a sound wall since you will be shortening people's backyards.	This does not destroy property values like a 5 lane would! Putting up a sound wall.	Alternatives 1, 2 & 3 too much money. Who will pay for this - we will!! Fix Hwy 26 & the overpass first. You are just creating more & more vehicle back-up problems.
I favor the benefit to existing neighbors and neighborhoods over the anticipated growth.	It is good that each alternative is focusing on non automobile travel	There are many problems with the 4 and 5 lane plans and assumptions. 4 and 5 lanes will have vehicles traveling at 45 mph. The 26 bridge is still a bottleneck. There are other bottlenecks in the areas not being changes. This change does not make sense unless you have a long term plan of making Bethany /Kaiser a major arterial. I HOPE NOT
5 lanes are too "over the top" - too big - too expensive. If the 3 lanes could later be converted to 5 lanes easily, if Wash Co continues to permit more people to move in, as they did earlier (before infrastructures were in place - that would be ok	More manageable on a smaller scale- to enlarge if necessary when needed later - right now money "too tight" It's belt-tightening time - not super spending time.	All the posters were beautifully prepared - but too wordy - too small a print which is overwhelming to the reader - Plus, the info was very appropriate for engineers - but not for the general public to decipher & understand very easily! Always think of your audience - not yourself & your own Dept.
Alternative #4 seems to provide the best compromise between improvements to road and maintaining the community happiness and property values.	Sound walls between Ridgetop & West Union	Alternatives 1-3 take too much land for property owners and allow too many cars through a residential area if the road is over used. We need better development planning. Widening every road that has too much traffic is not a sustainable solution. I doubt this is the way most cities operate. How about more housing where people work rather than sprawling new developments
Three lanes maintain the Oak Hills community's property values and living standard. Oak Hills was established long before. N Bethany and the residents do not need to shoulder the burden for an initial poor design	A noise barrier. Already we have to shout in our backyards. Cars w/loud stereos or mufflers rattle our windows and with the amount of speeders already using Bethany Blvd a barrier would protect us from cars (and the people) from entering our yards.	Already cars speed down Bethany Blvd - increasing the lanes to five encourages drivers to go faster. Five lanes are even wider than the freeway and it is one mile going back into two lanes both north and south. Children living on the West side of Bethany cannot cross safely for school w/ just the existing lanes.
1 - 1 lane of traffic in each direction is not enough, even if people turning can get out of the way; 4 lanes blocks up the "fast" lane for people turning (I've been stuck on Cedar Hills Blvd) so you need a way for turners to get out of the way. 2- It doesn't make financial sense for the overall good to do a patch job and then shortly there after have to do this over again because too little was done, even if its uncomfortable to be a "through" neighborhood	Switching landscape w/bikes lanes and sidewalks - since you don't seem able to create a boulevard feel with greens in the middle, next best is to create the feel of a transportation corridor - pleasant walking & biking freely "separate" from the roadway by trees greenery. Don't add a ton of street lights, to keep a more residential feel. As much center landscape / trees as possible to keep green non-vast-expense-of-concrete-feel	I'd like speed humps on the streets that will fed out to the streetlights, to slow the cars from the back neighborhoods as they zip through to get the light (stop sign are ineffective, most people rolling stop at west) I like the sound walls even if it won't help my house much (less 4bd by model)
We do not want to ruin Oak Hills to build a road for an area not yet build		
I really liked the 3 lane like West Union to Kaiser/Laidlaw but in reality that's really not enough. DO NOT do anything on Alt #2 or #3; they are too confusing and will cause accidents Don't take my grandparents yard.	Alt #1 is future-proof. I'm really sorry for those neighbors. Alt #4 is prettiest but not enough (waste of money) Alt#2 & 3 are just too confusing with lanes changing in the middle (will cause accidents)	In all 4 alternatives the section from Hwy 26 to Bronson traffic light there are only 4 lanes that will be a major traffic jam due to short distance unless the signals can be synchronized somehow. Just see the West Union from 185th to the east (first light in front of the Kindercare/Albertson)
Please don't ruin our neighborhood (Oak Hills) We want road like Saltzman		
Will accommodate traffic but still give something of a		Washington Co. must work with ODOT to address the

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neighborhood atmosphere.		overpass traffic and how it will feed onto Bethany North bound
I feel that the 3-lane alternative is adequate for our needs now & in the future. I do not want to see Oak Hills carved up and our properties devalued. This project is very expensive and I think the money could be better spent widening the overpass over the Sunset Highway at Cornell		
I support the position of 3not5 as it stands. Why would you take so much property from Oak Hills when we are in the process to be on the national registry of Historic Places? You got it "right" 50 years ago when you approved the plan - why destroy any part of the "treasure" you have in your county.		Please do not fight us - help us and protect us. "Business Week" (3/10) Best Affordable Livable Place in the State of Ore." Salem tells us we will be the "First" T.P.L. in the State on the register. We are all proud and you should be too!
It is adequate to do the job now and in the future. Much less damage to the neighborhoods the cost is more reasonable		
Property values! In my 10 years at this address I have seen growth first w/o monstrosity built behind and overpriced. Making Bethany 3 lanes will keep the neighborhood from deteriorating further making the neighborhood livable is what keep hearing but the action. See is that the county is in bed w/development		There is not any way we can say it that would convince that the 5 lanes is the way to go. Not when 1 ..Cornell from 26...Cedar Hills as a 5 lane w/5 times those traffic all the time. All the studies that have been shown only show peak hours. The overpass has a back up making Bethany 5 lanes does not fix that except to turn Bethany onto a parking lot. Just say no to 5 lanes
A third lane for left turn should take care of traffic. My concern is not having adequate space to handle extra traffic wanting to get on East bound Hwy 26 if you have 5 lanes	Add a third lane for left bound turn traffic	
It retains the beauty of the area and three lanes take care of all of our present traffic problems - mainly a left turn lane. Why spend all this money with out a state of Oregon commitment on build a viaduct. How long has the Dundee bypass been promised?	You would have a 2 lanes for travel & 1 lane to left turns	I feel there are several different ways to accommodate an increase in traffic. Why destroy our present systems with 5 lanes - 3 lanes will take care of all of or traffic problems for many years.
This design will meet the traffic needs of this area. It will retain the character of the neighborhood that border Bethany Blvd (a 4 or 5 lane freeway will have a huge negative impact on this residential area. This design will help promote alternative transportation such as public transportation.	In conjunction with building alternative #4. The County should initiate efforts to expand/improve alternative transportation	The residential communities through which Bethany runs will not benefit from any alternative rather than #4. Bethany needs to be improved but not turned into a 4 or 5 lane road The Oak Hills community has been targeted to loose significant property. This is a nationally recognized planned community that would suffer irresponsibly by a huge road development on its western border. The Wash Co. road dept has never explained the traffic increase projected to 2035 on Bethany It seems this road development will not promote alternative transportation The County should lead the way in small "green" roads that than concrete barriers.
If we expand to 5 lanes we encourage additional disconnected housing development. Developers will always expand to just beyond capacity. We need to make improvements to connect neighborhoods rather than impulse through traffic increase	The green strip would be a traffic calming measure and that alone will improve the situations	Please add crosswalks and lights. Make traffic slow down. Add islands or other traffic furniture
This design will alleviate traffic congestion while minimizing harm to neighborhoods	All designs are made better by strong public approval. Try it.	I am incensed that \$5 million is being spent or ROW acquisition for such a poorly conceived project. Especially in this economy, that money could be spent on far more urgent county transportation needs!
2 lanes of moving traffic with center turn lanes would adequately deal with traffic now - and allow for growth - without creating "bottleneck" at the 26 overpass	Center turn lanes, bike & pedestrian paths on sides for safety	Additional traffic - from growth north of Bethany area can be diverted - Bronson, 185 th , and 143rd to equalize flow
5 lanes is a highway not a residential street! Where we have left turn lanes on Bethany traffic moves smoothly so if 3 lanes are used the entire length of Bethany would move smoothly and not destroy home values and wonderful neighborhoods.	This is a residential area and the design just finished on Saltzman Rd from West Union north is the perfect plan. It is beautiful and doesn't destroy an existing group of neighborhoods. Even our neighborhood shopping center is lovely offering an area bank, grocery store, drug store, & library, etc. without looking commercial.	Please don't sacrifice our wonderful existing neighborhoods for the homes and people that are not here and wouldn't be affected like we would. 3 lanes would serve the old and new neighborhoods just fine. See Saltzman Plan please! Also consider how many houses/apts should really build!

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<p>This scale is right for a residential neighborhood. The other alternatives will encourage more and faster traffic, and discourage walking and cycling</p> <p>Sound wall</p>	<p>A roundabout (traffic circle) at West Union and Bethany to minimize delay at the intersection</p>	<p>Clearing the neighborhood to accommodate more than three lanes is expensive and harsh. To take such an approach the expansion would have to be "necessary" not an option or nice to have. Cornell's recent upgrade was 3 lanes. Saltzman's recent upgrade was 3-lanes. Asserting that 5 lanes is necessary is just not credible. Please don't ram this gigantic road through our neighborhoods Build a nice road with creative solutions to the pressure points,</p>
<p>This alternative but with wider right turn lane at West Union. I drive this road every day and the bottleneck is at the freeway overpass and in the evening also at Bethany/West Union signal. Widening beyond 5 lanes does nothing to relieve those bottlenecks. The overpass should be widened and on ramps fixed before anything else.</p>	<p>It provides a safe turn lane and signals, and sidewalks to make the road useable. The one additional thing that would make it better would be a right turn lane at the West Union intersection. This would help reduce the line of traffic at rush hour.</p>	<p>As a parent I am incredibly concerned about the safety of a 5 lane road so close to my neighborhood. Spending \$14M to widen just this stretch of road, without widening the overpass or more of Bethany will turn into a racetrack. Hurried commuters will jockey for position in what will still be a long line to enter Hwy 26. And all this while parents are bringing their children to school. Many of my kids' friends live across Bethany, please don't waste \$14M and destroy so many yards, to make the road less safe.</p>
<p>If you widen Bethany Boulevard my friend Hayden will loose 9 ft of his back yard.</p>		<p>I want a 3 lane road with sidewalks so I can ride my bike.</p>
<p>Preserve livability for impacted neighborhoods</p>		<p>County shouldn't be dogmatic about studies & decisions made in 1980's</p>
<p>Because with 5 lanes, no matter how many crosswalks it has is still not safe to cross, a 3 lane and a crosswalk is much better. Also Oak Hills is already special neighborhood but if you add 5, then it, will be just like any other neighborhood. Cornell seems to work just fine. One more thing, kids need their backyards to play!</p>	<p>Adding lots of plants and trees between the sidewalks and bike lanes from the road.</p>	<p>3not5!</p>
<p>When I am in the car going home I notice that a lot of the cars are backed up on the overpass when the cars on Bethany are going quickly. If you widen Bethany my friend Cameron Hicks will loose his house and have to move again.</p>	<p>I think it would be better because it offers better turning and more exercise for bicyclists and a greener world.</p>	<p>I would like to be able to ride my bike to Starbucks, Bliss Cupcakes and Piccolo Mondo toys. If there are five lanes then cars will be going fast and it won't be safe for me.</p>
<p>Less costly. Does not destroy existing houses and communities. More reasonable considerably the overpass is not getting upgraded.</p>	<p>Again, it costs less and still is a reasonable solution. 3 lanes makes the most sense because of the reduced impact to existing neighborhoods, the better/more green solution, still pedestrian friendly and reflects the desires of the community</p>	<p>I don't understand why you let a 30+year old evaluation take priority over the desires of the community today. And why a neighborhood that is not even developed should take priority over existing neighborhood. Also be realistic making 5 lanes between 2 check points (the overpass and West Union) will result in a drag ship prone for accidents and perhaps worse. Think about safety too, not just whatever gives your contractors the biggest budget.</p>
<p>The expense and negative quality of life impacts of a project for more than 3 lanes is NOT warranted in this traffic situation. A continuous middle turn lane (3 lanes) is sufficient to manage the transient minor traffic congestion that occurs.</p>		<p>Please put any leftover road improvement funds (after completing a 3 lane project) toward another traffic situation that really needs/deserves it. Thank you!</p>
<p>Less intensive to existing properties</p>	<p>Crosswalk across Bethany at Telshire Lane</p>	
<p>Refinements for turn lanes and up-to-date design features such as a roundabout at West Union, improve mobility to an adequate level for this coming decades. Re-assess system TSP update. This is not an equitable proposal, and modern design and analysis has not been applied.</p>	<p>Trees at medians between lanes separated facility. Street trees at curb. 3 lanes</p>	<p>The County is in receipt of a letter from the state historic preservation office identifying Oak Hills' potential eligibility for historic district designation on the national register of historic places. Impacts to a potential federal resource should be assessed and weighted. This is a very special, established residential community a 5 lane highway is highly inappropriate.</p>
<p>This design plan allows ample room for everyone to use the road.</p>	<p>More flowing traffic, safer area for pedestrians & bicyclists.</p>	
<p>I believe the original plan for 3 lanes will work. I use all of these roads regularly driving, walking, cycling & allow my children (14 & 8) to also use them. I think 5 lanes is overkill & will be a danger to our children & to the way these roads are used.</p>	<p>3 lanes with a light at Bronson & a light at Oak Hills is a great idea. Bike lanes & cross walk or sidewalk is important</p>	<p>I feel like much more consideration needs to be given as the traffic from 5 lanes would cause too much bottle necking & road rage as the drivers that are in a hurry will not notice our children riding bikes & make crazy & stupid moves that will</p>

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
		endanger the children & families that live here. Bethany does not need to be a freeway or highway,
Does not take away people's property and leave us with enough room for a good flow of traffic and gives us a sidewalk and bike area. With 174th increasing and 185 th , this will make everything move smooth, and hold down our tax expense.		Lets not make Bethany Blvd a freeway
Look ahead and do comprehensive traffic studies what will happen with 174th & future overpass there? Bethany overpass needs work. Instead of piece-mealing this together, make a smart plan that takes our families & neighborhoods into account.	Need turn lane, lights at Bronson & Oak Hills. Will solve capacity issues for years to come. Bike lanes, get rid of dangerous ditches.	Keep livability. Our lives need to be taken into account -how will this effect the feel of the area. Does it encourage community? 5 lanes is not and will not be necessary. Saltzman is fine 185th carries a lot of traffic burden w/o affecting neighborhood.
The 3not5 plan no more than 3 lanes - as a residential realtor I sold my son the home at 15770 NW Oak Hills Dr in early Jan 2010 after a careful discussion with project director Matthew Costigan regarding how it might affect the property. Mr. Costigan indicated it was extremely likely the planned 3 lane road (no mention of 4-5 lanes) that this property would lose no (zero) land. At most, he said it could be up to five feet lost. I asked him if this was his son, would he recommend purchasing the property? He said "absolutely". cont.....	I just returned from Shanghai China world expo themed "Better City-Better Life". Over 100 nations including USA came together to look at how to make our cities more livable focusing on a better quality of life. Everything I've heard at these meetings says "this is bad for people".	Based on Mr. Costigan's information, I wrote the offer. I made it very clear we could pass on this property if it was going to lose more land and my son's quiet enjoyment of the property. I no longer feel I can rely on Mr. Costigan's advice and at the same time my son's property value has plummeted as a result of the 5 lane road plan. My son saved for 10 years to buy this house. He's 31.
3not5 plan The Freeway split diamond of Bronson is the problem not Bethany Blvd. I bought my home backing to Bethany Blvd on Jan 5, 2010. Before closing my realtor, my mom, called Wash Co LUT to enquire about my concerns on the project. She spoke with Mr. Matthew Costigan regarding my concerns of property loss and quality of life in regards to Bethany Blvd widening. He was convinced I would no property except in an extreme case where I might lose 5 feet. Based on this assurance, I moved forward with my home purchase. Now the county is proposing taking 20 feet of my backyard (half!)....cont	Fix the real problem @ Highway 26! Bethany Blvd is not the problem	In addition they are planning to take property on the side of my home now. I was lied to and feel betrayed. Did the Sr. Project manager not know? He said it was planned since 1988. He lied to me because it was convenient. He is wrong! Wash Co should do better by it citizens! Asked if Matthew would buy the house if it were him given the same concerns (property loss, quality of life) would he buy the house. He replied "YES absolutely"
This one may actually be an improvement as opposite to a detriment to the community. Too many people will lose property and home values with the other plans	Our neighborhood would remain a neighborhood and not a shortcut for those trying to avoid the bottlenecks that are certain to happen. Do not however like the current plan for 5 lanes all the way to Avondale	While I'm happy about lights at Bronson and Oak Hills Drive (very much needed!) I'm still frustrated that this project seems to mainly be about improving livability for a neighborhood that doesn't even exist yet.
I feel that a 3 lane road would be the best and most appropriate choice for this area of Washington County. We are a community, a neighborhood that should not be subjected to what would feel like a freeway.	The 3 lane would allow for left turns, bikes and sidewalks - I feel this is a wonderful solution for this roadway. Something like the improvements made in Saltzman is much more preferred.	I feel that the County has over stated the volume of cars that will use Bethany Blvd. Why should our established community be so dramatically altered so that commuters from the North can access the freeway a few minutes sooner?
Alt 4 addresses the pile up of traffic of west bound traffic on frontage road turning north onto Bethany Blvd & creates possibility of 2 right turns lanes while preserving property values of homes north of Avondale and makes the crossing into Oak Hills AND Oak Hills school more bike & pedestrian friendly.		
This design seems to be adequate to address the traffic flow south of Oak Hills. Traffic heading eastbound on 26 is already backed up. Traffic for westbound 26 and Aloha can be routed down 185th from new developments. There are no plans for further improvement on 26 so funneling more traffic in that direction makes no sense.		
It doesn't take out homes and thus cause decrease in a home's/value. Also, it doesn't solve the problem- you aren't widening the overpass.		
It was between #1 or #4 for me. I think an improvement where it is less of an impact to the homes adjoining Bethany is better. I believe with a "suicide" lane and signals it will greatly improve the	#4 > addition of bike lanes and sidewalks a plus. Aesthetic improvements with landscaping a plus ** - street lighting!!	

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
problems of today.		
I think this plan works really well north of West Union and it would be good to continue to Bronson. We don't want a freeway go through our neighborhoods! Some of the proposed medians on the other plans would increase the traffic on some of the side neighborhoods streets which is a safety issue for our kids. These medians making the higher traffic would make it necessary to add speed bumps to these neighborhoods	Street lighting!	
Less property is lost. The neighborhood is not split by a massive roadway.	Make it three lanes at both ends.	
The bottle neck is Hwy 26 bridge, 3 lanes with bike lanes & sidewalks works great up the way. No reason to put in 5 lanes. Potential home owners in North Bethany will probably work out in Washington County so must traffic will go west and south	Traffic will flow to 26. A bigger need is better access to Hwy 26.	
* Turn lanes and signals will nine of them be enough to help traffic * 5 lanes would be more destructive than constructive * 3 lanes meets the needs w/o destroying the community	Maybe even reducing the width of the lanes to nine comfortably fit the existing area	The County wants to put this monstrosity in because they can not serve the people in the area. The community - even the North Bethany community has emphatically stated that 5 lanes would be excessive and not necessary traffic will go other ways - not all Bethany.
1 - We do not need a hwy in a neighborhood 2- It is not worth the cost 3 - overpass work accommodate 5 lanes		
Alt #4 will improve the current conditions of Bethany Blvd without sacrificing the harmony of the existing neighborhoods.	Landscaping & more pedestrian and bike friendly features e.g. wide sidewalks, bike lanes, a possible tree lined barrier between the traffic lanes & bike lanes (would make area safer for school children who bike or walk to friends' homes)	It is imperative that the quality and safety of our neighborhoods should not be sacrificed to build what would essentially be an express way to Hwy 26. We are a community not a freeway onramp. The increased traffic, noise, pollution, safety issues for crossing a 5 lane hwy would destroy the livability of our community. It is shameful to propose such a devastating alternative as #1 or #3. It would destroy not enhance our community.
Safer for children crossing to school. Cars would need to drive slower - not like in a 5 lane. The value of my land will drop along with many more. Why ruin the good neighborhoods.	3not5	Why was this not told to the public early on – Oak Hills is 45-50 years old. Tearing up 9 neighborhoods is thoughtless.
Because it addresses the issues on Bethany without asking existing home owners to sacrifice their homes established years ago for homes builders want to build in the future.		Why would we put a 5 lane road through a neighborhood? Seems to me 5 lanes should be reserved for commercial areas. Even Cornell Rd between Murray & Saltzman is on 3 lanes & was just completed recently. Why did you not put 5 lanes there? Could it be there are no large home builders wanting to build in that area?
The most traffic is at the 5 lane areas there are adequate turn lanes & signals. Still keeps the neighborhood look & feel.	Add more trees! Makes it beautiful and friendly.	
Less congestion @ freeway & W Union (the ends N the wider stretch) Bethany north of W Union should never be widen - it's nice the way it is. 5 lanes will increase traffic through Oak Hills. 5 lanes are not compatible with residential - look at Cornell between Bethany & 185th - is that what we want bisecting neighborhoods? Current quality of life should not be compromised for future development	3not5	Encourage neighborhood connections, pedestrians and bicyclists. If you have to spend the money then it can be put to better use making W Union softer between Bethany & Kaiser or add bike lanes and sidewalks to Springville Rd between 185th & Kaiser - Both those stretches of roads (W Union & Springville) are totally pedestrian unfriendly and accidents waiting to happen. Listen to your constituents please. We are Washington County. Potential residents 10 years down the road are not. Do the right thing.
It would improve the existing situation. The wider alternatives (#1 & 2) connect with roads that are not 5 lanes. The traffic would go on Bethany. That solves nothing. Also this is a residential area, and 5 lanes would create a huge divide between the east and west sides.		If you need to expand capacity why wasn't Saltzman also widen to 3-5 lanes? Why route all of the traffic to Bethany? Peak congestion will always be a problem. We cannot fix it by building more and more roads. 3 lanes give a lot of benefits for less cost and more livability
Until the roads/bridges are widened that feed this road, the 5 lane alternative only creates a bottleneck. Why take people's	Smoother traffic transitions	

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
homes/land for a worse traffic solution?		
The Bethany neighborhood is a quiet family-friendly neighborhood- We do not need a 5 lane cement canyon.		
Does the least impact to existing properties. Install stop light @ Oak Hills Blvd & make exit 3 lanes. Reduce speed to 25 or 30 mph for safety & to accommodate more traffic on Bethany		
4-lane: plus reduce the 6.5 ft of parking strip along outside edges and reduce the 6" median		
Bethany is unsafe as it is, and as a Tri-met bus riding pedestrian crossing the street to get to a bus stop is terrifying and unsafe. Adding more lanes and traffic is only a way to make it worse.	Less traffic to cross, keeping Bethany a safe neighborhood	
1 - Lowest impact on neighborhood 2 - Lowest cost	It improves livability. It will improve the traffic flow enough to satisfy next 10 years. It has the lowest cost.	If the 3 lane alternative is properly designed it can be expanded to 5 lanes if needed in the far future. The traffic from N Bethany to the 26 should mainly flow over 185th Ave because most of N Bethany population will work in Hillsboro (high tech industry) the first priority has to be solving the bottleneck at the 26th overpass! (fundamental rule)
7M vs. 14 M. 3 lanes - less cost -smaller impact on neighborhood - lower speeds of traffic	Lower speeds of vehicle traffic. Easier for kids and elderly to cross. Lower cost to taxpayers. 5 lanes is ugly!	The county needs to wake up and listen to constituents - 5 lanes is not acceptable in this residential area and will only lead to increase sprawls & congestions.
3 lanes cost less / less impact on neighborhood. Lower speeds of traffic in neighborhood. Better property values.	Lower traffic speeds. Lower costs to tax payers	We value community. The Oak Hills community is strongly opposed to the disruption of the 5 lane alternative. It's not necessary to take property from homeowners & decrease their property values. It's insane.
The financial and environmental impact will be significant if the projected need for the future isn't met now. It is irresponsible to do a half job now and then tear it out 10 years from now.		
If done w/a version of US 26 interchangeable it would relieve congestion on Bethany and preserve the look of Bethany		
Concern about neighborhood safety. My first choice would be to address the traffic flow south of Bronson Rd to see how the traffic flows with that improvement.		
This will eliminate the back up at Oak Hills Dr -The bike lanes & sidewalks will make it safe for those of us that walk & bike, but these 2 additions are on all 4 alternatives. The back will also be on the Hwy 26 overpass & tonight you finally show a proposed design for 6 lanes on the overpass but this could take 3 plus years. This proposal be part of the Bethany Proj - the flow of traffic(the main objective of the project) would improve & not bottle up at the approach to Hwy 26		3 lanes will carry the traffic if you eliminate the back up spots at 1 - Hwy 26 approach & overpass 2- Oak Hills Sr. A continuous center turn lane will take the traffic off the other two lanes for those wanting to turn left.
Bethany was not meant to destroy the neighborhood 3 not 5 would allow for the necessary improvements & keep our neighborhood relatively the same. We would never be able to cross a 4 or 5. I ask that our commissioners listen to the concerns of the people who voted for them before making a decision.	3 lane alternative will take care of all the needed changes to allow bikers, walkers & traffic to still move freely & safety thru our neighborhood.	Roadway. It's a proven fact that the speed would increase with a 4 or 5 lane change. It doesn't make sense to expand to 4 or 5 lanes and yet leave the overpass unchanged @ 3 lanes. The bottleneck with the 5 or 4 lanes plus stop lights down to 2 lanes will be a nightmare. (going over the overpass)
Seems like the best alternative		
"The Plan is nothing. Planning is everything" Eisenhower - I support structured growth where appropriate. However, the growth assumptions which spurred this plan no longer hold true. As a member of the Home Builder's Assoc I am aware of the total lack of new home developments in the area. In short, we are increasingly unlikely to see growth in N Bethany within a reasonable time frame. It is irresponsible to commit taxpayer dollars to large widening project at this time. Especially in an environment of shrinking tax revenues.	Better? Don't commit only Washington Co money until the state decides what to do about the nightmare overpasses. That will also give the real estate market a chance to show its colors. The only responsible action is no action until a plan includes ODOT plans	

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
Does not impact our area as much still includes sidewalks, bike lanes 4 traffic signals, turn lanes		
Because Bethany is unsafe for children. Because you - the Co - allowed the developer on the south side to build too close to the road & the developer in N Bethany are the only people who will benefit.		
		I am writing to encourage you to be reasonable and vote for 3 not 5. 185th would be a prime road to add lanes to. The exits to the freeway will accommodate the extra lanes. In my mind the cost will be so much more to change Bethany to 5 lanes so many more lives are affected-homes moved or torn down etc.
I have lived in Oak Hills for 41 years - 5 lanes will take out several homes - and it will lower prices of our homes. I like the idea of lights & 3 lanes - at last but least - the expense is too high for the short distance		
Three lanes will be ample in this area. The traffic projections are outdated and inflated. Density adjacent to Bethany Blvd will not change in the next 20 years! Unless they demolish the homes along Bethany Blvd which is not going to happen. Use our tax payer money wisely, please.		
I believe 3 lanes meets our needs. 5 lanes devastates the neighborhood and lowers property values. Because there appears to be little to no coordination between the county and ODOT, a 3 lane road potentially funnels in to a 5 lane road only to be cramped down in to a narrow bridge. How about a holistic approach?	Coordinated work with ODOT on the Hwy 26 overpass and another exit lane on 26W. A single exit there is 3 lanes wide at Cornell. If the goal is to keep traffic flowing, you need to look at more than this small stretch of Bethany.	Please listen to the affected public. I question the premises on which the traffic projections were made. Also despite the training of the traffic engineers, those impacted may not be bothered with an E or F level of service. Most of us wait longer than that in line for a coffee at the drive thru.
Seems safer 5 lanes are highways		
Because this will accommodate increased traffic, without destroying integrity of neighborhoods bordering this section of Bethany. The commissioners need to listen to input from residents of the County.	It seems to be well designed with stop lights, sidewalks, bike lanes, retaining walls. It will work.	The expense is out of line for 1 mile. Decision that does not save more than a few minutes time. The general fund money should be spent more wisely. Listen to the people you represent.
Alt 4 has far less impact to our existing neighborhood. New homes shouldn't take precedence over our existing quality of life. As existing home owners and neighbors bought those homes and moved there because they value the neighborhood feel of Bethany.	Take option 3 seriously. You don't even have funding for the bridge.	Where are the numbers coming from? Who gathered the data? Have those numbers reduced since originally set and were they updated? Do those numbers include the green space in Oak Hills that cannot be built on? If most of the home owners will be working in Hillsboro, why would they back track down Bethany to get on 26?
Less impact to existing residence. Don't agree with forecasted numbers. Building new houses shouldn't take priority over existing "homes". Reduce the number of new houses.	Take it seriously	Who benefits? Developers? Why do I have to cross the Sunset highway twice if I'm going south on Bethany and want to go east on Cornell? What would happen if you installed traffic signals at Bronson and Oak Hills only? Why can't Saltzman be extended to the Sunset Hwy? With on/off ramps? I'm sure this would reduce the traffic on Bethany
It takes care of the existing problem, yet does the best job by retaining the neighborhood attitude of the area. Think of the residents, the existing residents, not the future ones that more developers want to add.	Being more considerate of current residents	For future residents, use 185th as your freeway access - drive by apartments that are not occupied 24/7 days a week - future developers can access on/off 185th. Think of people enjoying their homes & yards not concrete trucks & your salaries - it isn't all progress
Safety on the curve and hill between West Union & Telshire has not been properly addressed		Safety for crossing the street is not accurate
Where is the money for entire project? There is not complete funding to finish this project from N Bethany to Freeway. What looks good in plans will be a complete bottleneck.		At both West Union and in frontage lane and at overpass to freeway, 3 million to complete plans on overpass does not give us the 8 million more to actually build this overpass!! Where is the money for the Claremont section? In our house we fund our projects before we start. Show us the money!!

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
Less impact on residential communities served by Bethany Blvd. By going 5 lanes Bethany Blvd will be turned into a freeway - 5 lanes will reduce pedestrian & cycling, safety & bottlenecks at 26.	Widen Springville & channel traffic toward 185th and add max line along 185th from Baseline to Springville or German town. Encourage ridership from PCC - Springville to Max to reduce vehicle traffic	
You need to do the job right the 1st time - no band-aid on a serious problem		
There would be less invasion of roadway on existing homes and property Oak Hills could lose the feel of community if a 5 lane freeway bordered it. 3 lanes will leave affected Oak Hills houses & yards intact.	Make it similar to Saltzman off Burton. We don't need a 5 lane freeway	Please seriously consider the 3 lane plan. We've lived in Oak Hills for 41 years. Please don't encroach on existing properties.
Although I fully support the 5-lane alternative I think it is a bit excessive for the volume of traffic we have now. Why do it twice when we can only do it once. What a headache. This will be 15 years from now to go through this again (should have been done from the beginning)	If the 5 lanes get rejected I support at least the 5-3-5-lane total least prolong the time when this comes again.	
5 lane design is 30 years too late		
Safety, reasonability, it's the smart thing. I live on a 5 lane road and it is crazy! I would never walk with my family on that road. People speed all the time and try to pass cars going the speed limit! With 3 lanes you don't have people trying to pass each other.	Sound walls/safety walls. Underground utilities	Please use common sense. 5 lanes will not improve traffic flow - flow is increased by better intersections & better outlets at the ends. If those are good, one lane of traffic would be great. Turn lanes are a must as well as good sidewalks & bike lanes. For goodness sake - Cornell is only 3 lanes!
The 5 lane alternative impacts the livability of the neighborhoods significantly where are there 5 lane arterials running through residential neighborhoods? Even Cornell isn't 5 lanes. I-5 through downtown Portland is only 4 lanes.		How would this one short stretch of Bethany so wide. Help when the stretch from West Union north is only 3? There will be a bottle-neck at West Union then. Please consider the livability of the neighborhoods.
5 lanes road thru family neighborhood is ludicrous. Give us the Saltzman 3 lane solution take out bottlenecks - need left turn lanes.		
There is no need for 4 or 5 lanes- who would you ruin a neighborhood that has been rated of one of the best places to live? Stop light is absolutely necessary for children to cross at Oak Hills Dr.	We need turn lanes on Bethany and 3 lanes period!	
I think more than 3 lanes is too many! Lights would make getting on Bethany much easier! Better side walks and bike lanes would be great!	45mph is too fast for this area.	I take Bethany everyday to work. Lights & turn lane would make life easier, but five lanes is just too many!
You are killing current neighborhoods for future potential neighborhoods. You are building a parking lot. Not solving transport.		
Less impact on communities - less cost- Does not make sense when 185th can have more impact and not as many people affected.		
Hard to cross 5 lane in a wheelchair. Speed limits would make it dangerous - no one looks out for a wheelchair		Your meeting was not accessible - maps were to high to see
Less impact on the homes backing to Bethany Blvd, 5 lanes near Hwy 26 where it is needed.	Maybe a longer left turn lane from Bethany (going North) onto West Union (west) That or else a blinking left hand turn signal during the non-busy times/automatic left turn signals vs. eye sensor ones	Option #4 keeps the neighborhood feel to the area yet also handles traffic near Hwy 26. Frustration & turn signal on Bethany @ West Union: if you don't catch the sensor right then you are waiting for the light to go thru its rotation. Flashing left hand turn signal during non-busy times. Thanks for the opportunity to make comments; see plans
Fits community. Bethany & Oak Hills are related. Wider road will just be a parking lot spewing pollution into our neighborhoods. 5 lanes & people will drive 45+, they already drive fast	Plan roads to take traffic from Kaiser Rd west to Hillsboro & work with Multnomah County to send traffic over hill to Portland. Hwy 26 already too crowded. Get developers to pay for those roads.	Wash Co has done a poor job with roads. The redesigned intersection at Cornell & 143rd is still a mess. If more lanes needed, why wasn't Saltzman widened more than 3 lanes. If this much capacity is needed, why wasn't road widened when curve was realigned on Bethany near Kaiser. Also, pedestrians were treated very poorly during that curve.

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
		M___ project sent back & forth across 4 lanes traffic, showing county is not interested in health & safety of citizens.
Compare Evergreen Rd west of NW/NE Brookwood to Bethany W Union north. See aesthetics, safety, and driver behavior of each. 3-lane is best!		
We don't see compelling evidence for a 5 lane expansion. The extrapolation of needs 20 years down the road seems subject to many assumptions coming to fruition. Three lanes seem the prudent, effective solution to the safety and congestion problems we now experience.	I'm not sure the current designs will make turning south onto Bethany from Telshire Terrace east site of Bethany since a turn lane will not afford any help. How to remedy this??	Short sighted? Perhaps-but again the current evidence better supports this more conservative option rather than projections that will significantly impact livability, property values. We suspect WA county has more clean-cut, less debatable road improvement projects that warrant some of this \$??
Drive both Bethany to & from work and the major sensible idea is a turn lane. Much like the recent Saltzman change. The other options will just bottle neck to Bronson with overpass change not much important.	Don't need a full left turn. Fix the interchange & the Highway!	Will the public opinion really matter? Commissions vote w/pocket book and the developers control that! Remember the Bethany Village/apartments in the 90's
Less impact on neighborhood while providing reasonable traffic movement. Glad to see space for bikes & pedestrians. Would prefer more travel by non-car & more mass transit& bike.	No traffic signal at Bronson	Appreciate all the info presented & consultants to answer the neighborhood's questions. The consultants seemed knowledge & helpful.
We live in the suburbs and do not want our neighborhoods scarred by large invasive roads	Allow us to choose the sound wall design.	We will experience a huge financial loss due to a huge road.
The 3-land alternative would significantly improve current conditions without negatively impacting current homeowners in the area. I do not want to with a highway in my backyard. The county claims this is necessary to accommodate projected growth-what about the quality of life for those who live there NOW!	Please open the current closed access at Bronson & Cornell for right turn (exit) only. If residents had a 2nd option for getting in & out of the neighborhood, traffic on Bethany would be reduced-we currently have to drive on Bethany north and go through Oak Hills.	There really needs to be another main East-West route other than I-26. If there were another in the north Bethany area, people (future residents) would not be driving north & south on Bethany just to travel East to Portland. They would use a shorter route. Our family is disappointed that we feel government is going to do what government wants-not what the people want.
Still allows capacity at main intersections & cost then 2035 to go to 5 lanes would be less.		I think not building a sound wall for any of the alternatives is poor. This is stating a failure to improve the community. Regardless of 3-5 lanes, ambient sound by volume will be the same it's a volume. Traffic that generates decibel level. You are devastating property & being selfish if the wall isn't added.
Due to the reduced impact on existing neighborhood. Yes there will be congestion at rush hour but by providing adequate turning lanes this would be reduced and also providing lights at the proposed sights. We would still be able to cross the road safely by foot/bike. I agree that we require improved lighting.	The inclusion of sound walls regardless of the design chosen.	
Use the same model as Saltzman. The expected increase in traffic with 4 or 5 land options will increase noise pollution and greatly reduce habitability at existing neighborhoods.	Unless the Bethany Overpass at Hwy 26 is also widened the 4/5 lane options will only move to another traffic bottleneck.	Very dissatisfied with the County Planning Commission's short-sighted strategy formulation. Couldn't limitations on thru truck and commercial traffic be better a approach? Plans for noise abatement at this time are sketchy.
Safest design fro motorists, bikers and pedestrians and least impact to livability of neighborhood & in the future.		
Less reliance on sound walls. Traffic should still flow well. Less impact on neighborhoods on either side of Bethany		
Property values & neighborhood livability significantly reduced. Also, it is too hard to live with too much traffic noise.		
Improve turn lanes. Capacity of improved section matches capacity of either end of Bethany.		
There are 3-4 other arteries to help move traffic out of N. Bethany. It best preserves our neighborhoods. Better use of the public money. 5 lane alternatives feel like ideas being forced.	On voters who have taken time & effort to supply other possible alternatives.	Any chance of putting trees between the road for bicycles/pedestrians? Any long range plans for light rail out (E & W) out of the W. Bethany/Pac area. Please consider this carefully-we voters do not want a 4 or 5 lane road. It is

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
I prefer this option because my property is directly impacted. I do not feel that a 5 lane road is necessary to our residential area.	Less impact on property, safe alternative.	our money! We must have sound walls even with the 3 lane plan. It is essential to reduce the noise and provide a safe barrier for families. Please don't take our backyard!!
Something needs to be done, but not 5, 4, or 5-3 lanes. Take a look at Oleson Rd in SW Portland for inspiration.		Thank you for listening to the concerns of the neighbors. Please don't ruin our area for future growth.
It's consistent with reduction in VMT and pollution is adequate to serve needs if bicycle/ped lanes are included, and would cost less than the bigger projects. 3 not 5 group has assembled persuasive data & asked good questions.	Adequate consideration of bike/ped needs and traffic calming elements as integral to any transportation system "improvements."	The county needs to review/revise Transportation System Plan in light of current regional state & federal goal/requirements. The age of auto/truck traffic dominating all other design considerations really is over- the county needs to realize that and work with it.
With the other alternatives there will be too much traffic for what existing neighborhood can stand. I believe the additional traffic needed by the north Bethany development can be diverted westward.		With no plans for Bethany Blvd north of West Union Road as traffic volumes are projected to increase, changing Bethany Blvd. by removing median and widening the road will destroy the Claremont neighborhood.
Additional traffic from new Bethany developments should (could) be diverted West-Infringing on right-way too much-As north of West Union is 3 lane - how would expanding help?		
I don't buy it is closest to utilizing the existing right of way. I question how the traffic assumption is made and question the need to take all of the widening at the original neighborhood. It is not being considered and condition & assumption in this traffic study are not being viewed with an appropriate critical eye. Study needs to be existed.		
It fills the need & at a responsible cost. The problem is not Bethany, but the narrow overpass bridge.		
I do not see how any "increase in flow" can be handled. Moving cars faster to intersection & on ramps unable to handle today's volume makes no sense. Let's improve flow and still have a nice area to live in!! We don't need something a 747 can land on as an alternative runway.	Widen 143rd. It would allow for alternative when volumes are high.	The expense for 5 lanes is not warranted. You're limited in the 26 entry. Flowing more faster to those areas would create greater pressure when you already have major issues.
Put in an exit only of Hwy 26 at 173rd to shift some of the PM traffic & ease congestion @ Bethany. It's the most logical. Why can't government agencies work together? Why isn't WACO working with ODOT on a comprehensive plan?? Only doing Bethany improvement will just push the traffic back up onto Cornell/Bethany interchange and frontage roads.		
My concern is with the projected growth & traffic volume and whether such an aggressive 5-lane expansion is justified. Cost/lack of funding and livability are factors as well.		
Less impact to the area. 5 lanes seems like it would over react. I'm also concerned with the fact that on ramp plan for 26 not in place. Has any thought been put into creating an arterial off of Bronson?		
5 lanes will attract more traffic-your estimate of traffic increase in 30 years seems impossible.		
This is so terrible for the property owners along this route. I hope whoever is deciding to go through w/this has considered how they would feel if this was their home they raised their children's memories in.	Not expanding to the point of destroying people's property. Making more stop lights available for pedestrians.	Widen West Union Rd too. Most traffic is from Portland Community College. Go to the source of traffic & start your rerouting project from there. I understand traffic is bad, but make it minimal destruction as possible. Don't ruin people's property & homes. This is not a fair sacrifice. Know that during construction traffic will get rerouted anyways for a period of time. People will find other ways to get around. My family lives in Oak Hills.
It takes land from Oak Hills residents. It makes good sense since Bethany to the north of West union is already 3 lanes w/ trees. It	The roadway should be pushed up against the property lines on the west side of the road. This would minimize or eliminate the need to	The Bronson road intersection is going to be a big problem no matter how many lanes, 3 or 5. It is unfortunate that

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
should be significantly lower cost.	take land to the east side of the road. Open up to 5 lanes on the north end.	adequate transportation routes were not in place many years ago with adequate rights of way established=say in 1950.
I think this will improve the traffic along Bethany. But in a more cost effective way. Those savings can be used in developing other roads. Like improving 174th and probably create and exit from the highway.	Sound wall will improve the livability of neighborhoods.	I think the county should be more creative and look at the whole picture instead of just focusing on one road like Bethany. The different roads like 185th, 179th, 143rd and Saltzman.
All designs need to have pull outs for buses. There should be roads, trees, sidewalks, bike lanes in this order such that pedestrians and bicyclists are separated from the roadway. Also good sound wall for homeowners.		Homeowners who bought before 1988 or 1989.
Anything more is simply not needed, too intrusive, will not really solve problems, but will simply create a greater bottleneck @ Highway 26 on ramp.	3 not 5	
On West Union-south side-before Bethany/West Union intersection, the bike path ends abruptly & you have to cross West Union right below the crest of the hill on a small curve that is very dangerous. Could a smaller amount be spent to extend this bike path to West Union/Bethany Blvd intersection where one could cross safely? Thanks.		
Because there is no huge traffic during peak hours, so this project money can be spent for other project. Having two lanes with center lane is sufficient on the residential area.	A 3 lane solution provides all the benefits at about half the cost.	Basically residential area is to live peacefully. Also if we have more than 3 lanes it is very hard to live in the house with big noisy traffics. Even now itself in the second floor we are getting too much noise.
If it is not done now, we'll be revisiting this issue within a few years and it will cost more later. Development of N. Bethany means both 185th and Bethany Blvd needs to 5 lanes- or we will be spending a lot of time sitting in traffic trying to get into and out of our area. The most effective and financially prudent approach is to get a true long-term solution in place now. Please don't sacrifice what is best for the "overall community" because of a vocal minority.		
5 lane alternative is too expensive & does not solve the congestion problem at Highway 26. Numerous traffic studies (Atlanta, Seattle, Victoria BC, Great Britain show adding lanes leads to more congestion & long commute times.	Bethany Blvd. need to be improved.. 3 lanes will ad capacity & provide a safer gateway to Bethany Village Town Center & our communities.	Surely in this time of budge restrictions & pressing transportation needs in other parts of the county, the 14.7 million earmarked for this project could be better spent. The project will not solve congestion problem at Highway 26 even if the overpass is widened. Congestion accessing Highway 26 will remain. Taxpayers do not want this 5-lane roadway. Let's look at a parallel path approach & disperse traffic throughout the area instead of funneling it all down one "superhighway' into an already overburdened intersection.
Not as expensive.		
It does not solve the pollution problems.	Cap Bethany Blvd @ Kaiser-send Traffic to 185th for freeway access	26 needs to be solved before you destroy my neighborhood. Do not build on the North Bethany area. Keep the farmland.
5 lanes is too costly.		
#4 will be a significant improvement compared to the existing road. 1, 2, and 3 are unnecessary and will not solve the bottleneck which is access to Hwy 26 even if he overpass is widened. Very wasteful of taxpayer money.		
3 lanes in present right of way is plenty adequate. I am a realtor and 5 lanes will significantly reduce property values of homes on both sides of Bethany and surrounding neighborhoods.		
Less intrusion on Oak Hills homeowners.		No one seems to be able to explain how the volume of vehicles will be able to get on 26. Seems to be inadequate to handle the volume of vehicles on 5 lanes.

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
All he engineering is fine-looks great. Until you get to the point of affecting people's lives (cutting into backyards) because the county is or has approved the rezoning of property north of Bethany.		I have no problem at all in fact I agree with safety upgrades to Bethany Blvd. similar to what was done with Saltzman Rd. just north of Cornell.
It is less expensive and less intrusive of the proposed alternatives. It is most consistent with other recent MSTIP projects (Saltzman Rd., 170th N & S of TV Highway etc). This is also most constant with the interchange with Hwy 26. Other alternatives to traffic from the Bethany area to the west would be more desirable.		
I live in Claremont-I love the tree line Blvd. The quiet-please find another way to move the traffic.		
Provides the need and forecasted capacity now, allowing relief to all that use the area with a safe alternative. Immediate residents will be impacted one time now and not a second time when a minimal solution (alt.-2-4) no longer meets the needs (forecasted as early as 2015). As a taxpayer, Alt #1 is the best use of my money.	Get started sooner, end the controversy letting impacted homeowners know where they stand. Lesser solutions than Alt. 1 will have us deliberating this again early in the new road's service life.	
It is compatible with what is already between Claremont neighbors & has turn lanes (the only one that slows traffic).		
It worked on Saltzman why not Bethany). Less pollution and less traffic. Will not solve Sunset overpass problem.		The commissioners need to listen to the people. We do not want fire lanes.
Because it has the least negative on the neighborhood. A 5-lane road would encourage more traffic which would cause excessive noise in our neighborhood. Removal of a house destroying back yards erodes our neighborhood. Our existing neighborhood should not be degraded just so more people can travel on the road.	Traffic light at Oak Hills Dr would provide for safe crossing of Bethany.	Drivers will gravitate to the largest road & within a short time the 5-lane road will be just as congested as a 3-lane is now.
I feel it is important that we take this project a step at a time. A step at a time is the only reasonable way to deal with the expected growth in this area.		
Consider the neighborhood-3 lanes will service our needs and not make this a "Murray Blvd". This is a neighborhood not a road with commercial businesses. The larger you make the road, the more cars that will come! I hope you take the neighborhood input into serious consideration.		If you put in 5 lanes going to 2 lanes with a turn lane at West Union you will create a big problem of congestion going north-5 lanes going down to 2. North Bethany traffic will actually go a different way if it will still only be 1 lane each way until you get to West Union.
Least impact on environment, livability and property values. Available data does not support a five lane solution. Three not five.		
We live in Oak Hills by putting 5 lanes you will bring lots more traffic to Bethany. Some will cut through Oak Hills. More cars and stop lights will cause back up on 26 to Bethany. We need 3 lanes and that is plenty.		We want to keep are community the way it is. We don't want five lanes, so do something about what we want not what you want.
It's about time fiscally sound decisions are made. Environmentally sound etc. It's so obvious! We need to have a voice that is heard. 3 not 5. We are the ones who have to pay for & live with the decision.		
Less impact on existing homes. The loss of trees will be quite devastating to both sides of Bethany especially the east side-we have 4 trees that probably will be removed but event at this late date no one can tell is for sure. I don't know how the county can do this to the established home owners, especially on the east side because of existing set backs.		
5 lanes are not necessary! Too costly to build & too costly in dollars & neighborhood impacts. Too costly to acquire right of way.		

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
#4 proves the best solution. The area residents most impacted prefer it. In 6 or 7 months of mtgs- no one can explain projected traffic counts/growth. No plan on the table for the state to improve the 26 bridge & interchange.		All county/metro info uses Bethany Blvd as the "only" north/south route. I drive this area daily. There are viable alternatives using West Union, Bronson, Springdale & 143rd to travel. Drivers will follow the path of least resistance.
The 3 lane alternative is less disruptive to the 9 neighborhoods connecting to Bethany. Bethany Blvd does not need to look like 185th.		The freeway overpass is not in the planned development and a 5 lane would end in a bottleneck at the freeway overpass.
No sound wall required. I lived in Ca with sound walls-they do not work & are expensive.		Quit spending taxpayer \$ on projects citizens don't want.
Less intrusive.		
It will impact - "negative" too many people with established homes. Noise, traffic "cost" and a bottleneck coming off Hwy 26.		
We only have most of our traffic in the morning and also late in the afternoon like most other streets. If you can take the time to make it beautiful down Bethany, why not our area	To put in 3 lanes and fix it to be the beautiful place inside Oak Hills. Cross walk lights one way streets in some areas would help.	
1. Bottleneck at Highway 26 would be a problem with 5. 2. 5 destroys neighborhoods that add value to the county 3. North Bethany development can use 185th-already a main road to 26. 4. Too expensive-the county has other road needs.		Oak Hills is the kind of neighborhood the county should protect-not infringe upon. Development should enhance livability-not encourage more car trips. Most communities are encouraging people to use less gas-not make car trips easier. We need sidewalks and crosswalks + only 3 lanes of cars.
It is a non livable solution-it appears our politicals of Wash. Co. found another way to make money-we do not need more homes enough is enough.	Everything	Check the Saltzman extension maybe then your brain will work
We are a neighborhood! A concrete divider in form of 4 or 5 lanes is not appropriate-no matter how many new homes go into North Bethany. The new Saltzman road change from Cornell to the Burton Road area is a good solution to taking care of traffic needs, kids crossing to school, bikes, walkers and senior citizens including their safety.		We do not need a freeway to a freeway especially since the bridge does not accommodate the proposed traffic and neither does the frontage road. And-the county does not have the money for the 4 or 5 lane project.
Less disruption to residents; aesthetics & "livability".	It tears up fewer trees, leaves most existing property intact while making the road safer.	I went out and measured the "development area: from Springville Rd. to the Multnomah Co line it's about 1600 feet! Do we really need another road, the size of Murray Blvd. to serve it? No! A nice three lane would be just about right & maintain the wonderful "feel" of the area.
*less costly-less "taking of land under eminent domain-save \$5,000,000 *does not destroy existing neighborhood for the benefit of "to be builds" *the Bethany overpass can't handle any more traffic	Improve all of the intersections	Don't want another Murray Blvd!
*Bethany overpass is inadequate *Destroys long standing neighborhoods in favor of new ones *Save \$\$!		3 lanes would be just fine! -so long as there are good turn lanes @ all intersections
All we need is a stop light.		
We are opposed to the 5 lane. Living on Oak Hills Dr with grandchildren, we know there will be more traffic.		
A residential neighborhood does not warrant 5 lanes-all other 5 lane roads are in commercial areas.	It would move traffic because of turning lanes and other areas would not choose it as this route to the freeway. Added lights would help also.	Saltzman is 3 lanes through a residential area so why would this area need more than that?
It won't ruin our property values in Oak Hills & destroy people's homes.	The widening should take property west on Bethany Blvd.	
I like them all. I want a light signal at Bronson!! Yippee!!!!		
(based on old data) It is not needed & would not help even if old projections occur-vey expensive & ruins the integrity of a great neighborhood by setting a precedent for outer limit roads (W. Union & 143rd to be expanded will seriously impact quality of life.		Don't do it :) Thanks.

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
3 lanes is great Don't need 40-45 mph thoroughfare. A 3 lane is fine.		
We are Oak Hills property owners & are against the diverted traffic which will be on our street due to the stop light at Oak Hills & Bethany Blvd.		
I prefer this because it keeps our neighborhood a community. It is not intrusive on neighbor's properties and keeps our home values. It gives a signal which is paramount for safety for the community.		
Stop the 5 lane madness in ruining established neighborhoods. Three lanes with signals is enough with the housing market the way it is for 35 years. Save some \$\$\$\$ peoples property values.		3 lanes make sense. 5 does not!!!
It will handle traffic capacity. Improvement can be made @ Bronson & W. Union to handle some traffic as other alternatives. 5-lanes wastes tax payer \$ to handle peak hour traffic.		
Least problem for the neighborhood. (The cart is before the horse!) The state should have a plan to accept this traffic flow at the Sunset interchange before this project is implemented. Without adequate flow into the 26 interchange the traffic problems will increase -no matter which design is selected. Any plan will produce a bottleneck.		
3 lanes provide adequate access to Hwy 26/West Union with minimal intrusion to current residences-along with addition street lights and traffic lights-Bronson/Oak Hills.	Endangered crossing & signs which you have already added.	You are to be commended on the thorough job in providing written & visual aids. I live on Tam-o-shanter with our house backing up on Bethany-The current traffic & noise is very prominent with the existing 2 lanes & 1 turning. Residents now & future need to utilize other available roads both N, S E & W
Less environmental impact. Fewer right of way issues. 3 lanes minimized bottlenecks. Costs less.		
It provides a smooth flow of traffic without bottlenecks at West Union and Bronson. It preserves neighborhoods and is much less expensive because less property to buy. Saltzman Road works very well-should work for Bethany.	Signal & turn lanes at Ridgetop.	I hope the commissioners realize that 5 lanes on Bethany is not good at this time.
This option involves the least destruction to neighborhood bordering Bethany. We need to keep this area as undeveloped as possible. Too much development impacts our livability. Also keeps costs down. In this economy # of \$\$ spent is important!	Leave out the curbed planter area at Ridgetop.	Listen to the residents that will be impacted by this road development!
* Less damage to homes/families along Bethany *Meets needs for travel *Stop lights will help a lot *Might consider reducing lane widths to fit area better *Put landscaping between road and bike/sidewalk lanes		*5 lanes is excessive/abusive/waste of money and destruction of family lives *There may not ever be a need for five lanes to help serve the No. Bethany development *Listen to the community/do the right thing-stop the plan!!
Stays within the current right of way! No design is compared to Saltzman-Bike lane wider, wider sidewalks. No effort to reduce impact on the neighborhood.		Trying to minimize the impact would be a positive. Dreams of a 5 lane with extra width of everything is not in keeping with needs. Putting a "perfect" design between neighborhood is not in the best interest of established area.
This is the time to move forward. We have waited for positive Washington County action on these improvements since 1981. Change is difficult-but we can not let this opportunity for growth and modernization to pass.		Positive changes are necessary. If not now-when? You cannot let another 30 years pass-if you don't move to 5 lanes now-you and the community will seriously criticize not doing so. Please make the difficult decision now.
Because there is no room for 4 or 5 without having to destroy houses already built.	No change in homes, streets	
Making Bethany Blvd. a five lane highway makes no sense whatsoever. What's next an airstrip down the center of West Union? All too soon our nice quiet neighborhood will be a 65 mph freeway. Think hard folks about expanding to a three lane		

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
road-it's a win-win for all of us-now and in the future. I do not want the Bethany community split down the center by what amounts to a TV Highway. Let 185th serve as the primary north-south thoroughfare. Don't destroy our community.		The basic premise of this whole project is hard to believe. Metro projects a doubling of residences but the urban area to developed amounts to about a 20% expansion area. How can that possibly result in a 100% increase in residences? It just doesn't make sense. Using these phantom numbers Washington County has developed a plan to increase traffic on Bethany by 110% to 150%. It simply doesn't make sense.
Best alternate if we have to have a change!		
I prefer the 3-lane with added enhancements at intersections. The 5 lane is a waste of taxpayer dollars to handle peak hour traffic, only, and destroy our neighborhoods.	Enhancements would help the traffic flow as opposed to the bare bones 3-lane design without enhancements.	The county needs to expect and request the design firm to do the best possible design on the 3-lane alternative and stop wasting time and money on the 5 lane options.
1. Don't jeopardize existing communities that work 2. You will create a bottleneck at the 26 overpass 3. It is a predicament. Will you destroy other properties/neighborhoods for "progress"-serving non-existent (new) neighborhoods?	Take road all the way to sidewalk on Bethany. Put pipe in ? Ditch.	
We live in Oak Hills and strongly object to 5 lanes on Bethany. We do not believe 5 is needed & 3 will be sufficient. Our neighborhood would be severely impacted by anything over 3 lanes.		
	Put up sound walls	
	Put up sound walls	
The improvements will not be as effective due to the bottlenecks at West Union & the overpass. It is ludicrous to damage values & livability of properties to put in 5 lanes. When 3 lanes would accomplish vast improvement for a much lesser cost.		The commissioners and county are not listening to the people and are not logical in their consideration of what is really needed for the project. 3 lanes provides all the benefits for much less cost and impact. Why are you trying to ramrod this 5 lane road through? It reminds me of the Feds ramming through Obama care against the people's wishes and now we have rising costs as a result.
I believe a 5 lane alternative will decrease the attraction to using Bethany Blvd unnecessarily		
1. It takes the least of my property 2. It will keep the traffic count limited, force people to take alternate routes 3. Metro traffic counts for 2050 are wrong, infill projections are wrong	Make it 3 lanes	The results will be a scar on our community
The future growth is not here yet. The Hwy 26 Bridge is not big enough. N. Bethany is stuck in a corner & Multnomah Co is never going to never improve its roads.	If you need 5 lanes buy a row of houses from Bronson to West Union on the west side of Bethany like we did when Murray Blvd and 185th were widened 20 years ago. It is very unfair to ruin neighborhood roads.	
I prefer this because this is all we need. Your own traffic engineers at this open house are unable to justify the traffic projections. Wait 10 years and see if the traffic happens.	Because it is all we need.	
Traffic needs to flow. Trees in the road are dangerous. Should have been done when they built the road. Development necessitates it.		
None of them. #4 is close but you don't need 5 lanes to Avondale. Truncate close to Bronson. Add 2 traffic lights @ Avondale & Ridge top. The decision try involving 3 not 5!		
1. 5 lanes would be a glorified parking lot -access to 26 bottleneck 2. Safer- it has been proven 3 lanes safer. ? is reassigning their 5 lanes back to 3. 3. Too expensive, \$8-14 million far surpass improvement.	Use the existing right of way for a 3 lane road. Also sound walls and underground utilities.	

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
I can't afford higher property taxes. I can't afford to equity in my home. I value neighborhood livability.	Neighborhood friendly asset to neighborhood. Keep neighborhood area- Bethany to 35 mph (safer)	3 lanes and slower traffic. Keep noise down. 5 lanes will draw traffic. 3 lanes best suits the needs of these. If speed is posted 45, people will go 55. Dangerous family neighborhoods.
Less traffic/less expense and I like the way they did Saltzman Road improvements which would be great for our area. Congestion to get over the freeway.	Lights would make it better.	Get money from ODOT or Fed government for the overpass.
Less pollution & noise. It does not solve the congestion at Hwy 26 to have 5 lanes.		
Less traffic, less noise, less accidents, less pollution. This will not solve the problem with the viaduct @ Sunset Hwy. We separately need the fewest lanes possible.		Putting lights at Oak Hills Drive & Bethany Blvd. would slow down congestion & help Oak Hills residents make left turns.
Less noise, less pollution, less congestion than the other alternatives.		The livability of all homes
This design improves safety for the people & cars along the corridor. Preserves livability. Bethany & West Union are not highways and. Any roadways leaving Sunset should be improved but not overdone. Sidewalks and bikeways are key. Right now people risk life and limb going to school! Add trees & greenery.		
None of them. #4 is close but you don't need 5 lanes to Avondale. Truncate close to Bronson. Add 2 traffic lights @ Avondale & Ridgetop. The decision try involving 3 not 5!	3 lanes, center lane for turning, bike lanes on both sides and must have sidewalks.	Signal lights a must. Turning onto Bethany Blvd from the neighborhood especially at peak hours! Safety of walkers crossing Bethany Blvd to Oak Hills school. Washington County needs to hear neighborhoods.
After reviewing the information, the 3 lane alternative (4) within existing R/W is the best alternative that meets public needs and is the most cost effective. 3 lanes is a Win-WIN alternative because meets the county objectives (improve capacity, safety, pedestrian and bicycle facilities. Saves the county taxpayers over 7 million to use on other critical county transportation or sidewalk needs.		Maintains the livability and property values in the nine adjacent and is more environmentally sensitive by saving 100's of trees and landscaping. The perceived traffic problem on Bethany is not traffic flow but the backup caused by an inadequate interchange and ramp to Hwy 26. There are no plans on state/federal funds for these needed improvements
Doesn't matter to me-you need to do what the traffic calls for. Thank you for the signal @ Bronson. We really need it and not soon enough.		
Less dangerous for school children walking to school. Less loss of value to community homes 3-lane preserves community livability Cost effective		
We need to calm traffic & reduce traffic & divert funding to repair Old Rock Creek		
Less impact, simple design, less cost. The bridge is not guaranteed to expand.		
3-lane design is safe, attractive, functional, cost effective, and minimizes impacts to neighborhoods.		
Safety for drivers, ped and bicycles!		
The back up on 143rd & Cornell makes me not want to the back up from 5 lanes to 2 lanes on Bethany where you cross over West Union.		
I do not want to live next to a freeway. I feel it is not necessary to have more than three lanes-Something also has to be done regarding incoming traffic from Bethany to Oak Hills Drive. Make it three lanes & improve traffic! Don't ruin people's backyards-plus losing the value of their homes.		People are constantly not stopping at the stop signs as they approach Oak Hills Drive. In the evening I can't get thru traffic to reach my home on Perimeter Drive.
Our residential neighborhood does not need more than 3 lanes. There are alternative roads (such as 185 th) to use. Waiting a few minutes to get Hwy 26 is not a big problem.		4 or 5 lane are too dangerous.
The three-lane alternative is more compatible with the existing	3 lanes-main our community-YES! 5 lanes makes a more	

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
community. Do not attract more traffic by widening beyond 3 lanes. Let them use 185th if they're in such a rush! Do not disrupt our community. I live off 143rd, but travel Bethany often.	dangerous scene for our children!	
I would support 5 lanes if the existing community to the west would be equally responsible for the property to develop the alternative. I feel Oak Hills properties are carrying the burden for this development and this is not fair.		
Because it's completely adequate & much more cost effective. Save the money. Use it someplace else in the county! We just need lights, ped crossings and turn lanes!	Don't put in 5 lanes.	Listen to us. Do a traffic study for current condition. Save your money on these public involvement meetings. They are frustrating.
It tears down houses and goes nowhere. 3 lanes like Saltzman is great! Even if the overpass is widened there will still be a huge bottleneck getting onto Hwy 26. The ramps are filled to the top each morning and cars are lined up. What right do you have to tear down houses not knowing for sure that it will be an improvement?		
I have worked with data models. The assumptions lack at updates to the inputs and the resulting growth projections don't make sense. The cost & effect on green space in a deficit budget time are nothing short of RIDICULOUS. The effect on the adjacent neighbors is absolutely unacceptable since 90% of the growth is projected	Make sure adequate stop lights and crosswalks are provided, but keep the emphasis on north, south flow using 3 lanes.	From these same neighborhoods, there is no reason to provide a "solution" that is strongly opposed by these neighborhoods. The growth is not real. The 3-lane solution solves the current issues (which are real) without addressing imaginary or unrealistic expectations.
First I strongly believe that study which was used is totally outdated!! After driving on Bethany for past 14 years also watching our real estate market changing, I honestly don't believe that we need a bigger road than 3 lanes.		
Not as expensive. It does not pay to go from the limited overpass to 5 lanes back down to 3 lanes after West Union. If 90% of N. Bethany traffic will use 185th, why not just 3 lanes at Bethany		Signal at Oak Hills & Bethany: What will be done in terms of traffic calming on Oak Hills east & west. More people will use Oak Hills drive if there is a signal there.
Alt #1 thru 3 damages existing homes and encases our neighborhood in sound walls, increases traffic flow and it's pollutants to the detriment of our quality of life. Alt #4-I like the addition of signals at Bronson and Oak Hills Dr.	Safety-I like developing the sidewalks, the bike lane and the crosswalk. I'm concerned with safety of our children who would lose their current busing to school and be walking across Bethany Blvd to attend Oak Hills Elementary School. 3 lanes are considerably safer than 5 or 4.	I'm concerned that the assumptions for continued housing development were not communicated clearly and are not certain to occur. Is the major road its impact to existing neighborhoods really necessary? Have you considered the lives of current homeowners less importantly than possible future owners? Our homes, our lifestyle, our children and our environment matter to us and we need to know that they were considered when you made your decision.
Alternate 4 is more than adequate for foreseeable future. Acquire right of way now for future expansion. Saltzman is an example of current needs.		
"Your comments are important to the county." I want to trust you read all comments. Our tax dollars are so important in today's economy. Do not waste our dollars for a 5-lane improvement that only works 4 hours a day.		Bethany Blvd (Bronson @ West Union) is all residential-exception-and people want it to remain residential and not torn apart with an express way through the center. Oak Hills was built from 1964 on. Why did Wash County allow development on west side of Bethany so close to Oak Hills boundary? They made their first error by not starting development 90' from Oak Hills residential walls. Don't make a 2nd major family livability error now!
Slower traffic, cheaper, better for the neighborhood. 5 lanes are not needed.	3 lanes are all that is needed to smooth out the bumps and allow for a turn lane.	5 lanes for 3/4 miles is ridiculous. The back up at Bronson will be really bad. Then what's next? Tearing out all the lovely trees in Claremont to go further north?
It seems like good compromise that will still flow enough traffic at stoplights.		Noise! Please keep in mind that some properties like ours, east of Bethany & Bronson sit below grade level, so a sound wall would be effective even though farther away than some houses. Also, please consider the reflective ground effect of all the asphalt east of the Bethany/Bronson intersection.

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
		Also, acceleration from a stop light seems to warrant extra sound mitigation. One last thought: aesthetically, a sound wall should continue south of Bronson-it just wouldn't look right stopping short of the Skyview neighborhood. Please consider measuring the noise from outside our backyard fence. Thanks!
Vote commissioners out if 5 lane approved.		
I feel it is the safest alternative for making a left turn out of my neighborhood and for allowing pedestrians to cross Bethany to access the Tri-Met bus stops.		I would be more supportive of the 4 or 5 lane alternatives if they would include a traffic signal at the intersection of Bethany and Telshire. The big issue is safety in making a left turn onto Bethany and the ability for people to safely get and from the bus stops at this intersection. Also, a 5 lane project needs to address the number of lanes on the bridge over Hwy 26. I fully support any efforts to cover existing ditches on either side Bethany and to improve the lighting.
		Maximize the benefit. Minimize the costs. Why not combine the bike and pedestrian paths?
Does not reduce existing properties and force house to be demolished.		
Reduces impact on homes I relieves bottlenecks @ West Union & 26. 5 lanes not needed in between.	Fix access road to Bethany from US26W. Also configure lights to sync traffic flows. Current light models are poorly sync'd.	Open house should have been done earlier in the process.
The Bethany transportation is based on OLD data and OLD assumptions. Three lanes will preserve the ambiance that makes Bethany so desirable. I would rather take longer.	3 lanes!!!!	To get where I'm going than to destroy the community
Maintain 4 lanes. Do not reduce number of thru lanes.	Alt. 2 could work if 2 thru lanes are continued from the interchange to West Union.	Do not reduce to road capacity. 5 lanes works the best.
Our residential neighborhood does not need more than 3 lanes. There are alternative roads (such as 185ht) to use. Waiting a few minutes to get Hwy 26 is not a big problem.	PFG input	Stick to the Transportation Plan. Impacts to individuals are unfortunate but inevitable. Public policy should provide the greatest good for the greatest number.
No houses need to be demolished.		Another option is to make West Union 3-1 in morning 1-3 in evening depending on direction and hour of traffic.
Width where it is needed, less impacts to houses.		
This is a good alternative because it narrows to 3 lanes near the most residential area.		Thanks for involving the public in each step of the process
Our property back onto Bethany Blvd. If 5 lanes go through 3 rows of trees would have to be destroyed. I am certainly in favor of 3 not 5.	More livability and better to retain property values.	
The design alternative represents a decent compromise between the competing needs of traffic flow and neighborhood property owners concerns. It improves traffic flow, introduces traffic lights and bike lanes and sidewalks without robbing property. Traffic may not flow as well as a 5-lane would alone, but neighbors would still be negatively affected by increased noise.	This design alternative could be made by burying power lines and building a sound wall.	I find it unconscionable the county approved plats for lots west of Bethany Blvd AFTER the road was determined to require 5 lanes. That decision to allow 75' rather than 90' of right of way condemned those existing properties east of Bethany to lose large portions of their property. This approval of plats was the county's mistake. Inadequate right of way is the county's mistake. Poor planning is the county's mistake. The property owners who will suffer the most have done nothing to contribute to the problem. Five lanes are unjust; three lanes is a good compromise.
Because I live in Oak Hills, 3 lanes is best.	People don't go fast.	
Because 3 lanes are better and you will take people's property.	People will not go too fast.	Our neighborhood is very special. 5 lanes will destroy our neighborhood
Improve Bronson Rd intersection, Oak Hills crosswalk and ability to still turn left out of Audrey Drive and head north.		5 lanes would decrease the value of ALL properties in neighborhoods bordering Bethany Blvd due to increased traffic and inability to make left turns OUT of neighborhoods. Cars on Bethany already exceed the 35 mph limit by 10-15 MPH. The additional lanes would only serve to increase speeds.

Why do you prefer this design?	What would make this design alternative better?	General or additional comments
We live in a residential neighborhood-not a major commercial district. Oak Hills is a treasure to the community with 4th of July parade, fireworks, swim team, soccer and an exceptional school. We should not pay for poor planning in the 1980's. 3 lanes will make the region livable for families and support walking, biking. It will relieve congestion by giving turn outs.	3 lanes does not negatively impact Oak Hills and reduce the quality of living. It allows for safety to make left turns, safe biking to the Bethany Shopping Center, and will greatly ease the traffic flow.	Drive through Bethany north of West Union on a warm, sunny, summer day. You will see many walkers, bikers, strollers, runners. You won't see any south of West Union. Kids need to cross the road to go to school. Please do what is right for the livability and beauty of our neighborhood. 5 lanes = a highway, not a neighborhood street. Copy Saltzman - 3 not 5
I love Oak Hills	I want to be able to ride to pool. (Mom says it isn't safe for kids to ride bikes next to 5 lanes)	
Providing a 5 or 4 lane highway through a commercial or industrial area may be appropriate. Providing a 5 or 4 lane highway through the middle of an area of established single family neighborhood is a far from appropriate. In my judgment as a retired design professional, and that of other design professionals I have spoken with a 5 or 4 lane highway solution would be a very poor planning decision for the neighborhoods affected. I am opposed to taking land, related amenities and use thereof from well established home located adjacent to Bethany Blvd for the limited benefit of others that may occur sometime in the future.		A 3 lane road with a planting medium similar to Bethany Blvd north of West Union would be appropriate in maintain a residential quality character. Because of short distance between some of the intersections, a planting medium would be limited, however still beneficial. Turning lanes & stoplights alone would greatly reduce or eliminate the congestion and safety concerns and wait times at intersections presently plaguing this section of Bethany Blvd.
Less impact to surrounding neighborhoods and property owners. Much more realistic use of resources!		
3 lanes are the only justifiable option. The county is ignoring neighborhoods long established for their convenience.	Fix Bethany/Cornell exit to A and B like Cornelius Pass. Fix root of problem; don't destroy neighborhood!! All the growth traffic can not be routed thru one access!! What about other thru ways, 178th, 143rd etc.	Bethany/Bronson is poorly designed and done on the cheap. Adding lanes to the overpass just asks for more traffic on already overloaded highways. Employ outside professional to design whole system exit, Bethany alternatives routes. County commissioners will certainly loose jobs if 5 lanes are approved. Too much outrage for very poorly and sloppy planning. Voters will set agenda. Poor planning at expense of neighborhoods.
My house is the "structure" that will be affected. I don't want to move away, although I understand the need for better traffic flow.		
Because new street is fed by one lane from north and south access. There are no plans or funds to change access from Hwy 26 or North Bethany.		
3 lanes would help with traffic flow by allowing people to get out of way to turn, but would still maintain the small neighborhood feel. I don't want to live on a Hwy.	With 5 lanes the speed of cars will increase and it will be dangerous.	
In the 4-lane design, a no left turn at Ridge top Lane forces traffic to use the Telshire intersection to make left turns to Hwy 26. Also, morning rush hour at Telshire would cause a backup of traffic trying to turn. A signal light is needed at the Telshire intersection.		
A 3-lane Bethany is not practical as it will not take care of future traffic capacity. 4-lanes are need to handle the projected increase in traffic due to future No. Bethany development as well as PCC expansion.		
5-lanes are essential to meet future traffic requirements and capacity. 4-lanes would be adequate for now, but in 10 years another lane would be needed.		
Why wasn't a bigger strip along east and west side for Bethany created so property owners could not buy property against the arterial as future expansion of Bethany Blvd would take their properties by domain. A major mistake!!!		
No 3-lane Bethany as it is doesn't cure the problem of backed-up traffic at the morning and evening rush hour. One traffic accident		

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can clog up Bethany due to lack of lanes to pass incident area. Bethany Blvd. is a major north-south arterial and should be expanded to at least 5 lanes or 4 lanes. Traffic light is needed at Telshire intersection. Difficult to make left turn during morning rush hour. School buses are delayed.		
I don't want a freeway coming thru with a 5-lane alternative. Oak Hills and Claremont are a walking community.	Noise reduction. Less traffic.	
Less intrusive to the community and unnecessary.	Less traffic during rush hour in AM & PM since this seems to be the main reason for change.	
Because it will cause too much traffic, noise & causes too many people to lose value of their home.	Less traffic. Homes not bothered.	Why don't you widen 185th which is already 5 lanes to West Union? The overpass on Bethany is not large enough.
Obvious-another poor planning event by County, ODOT etc.	Less intrusion on property, less traffic-preserves livability in neighborhood.	The state, ODOT, county etc have done a pitiful job of traffic planning in this state. Haven't built an east west freeway in over a quarter of a century! Every thoroughfare is gridlot in this city. Problems that exist haven't been addressed and yet a proposal of 5 lanes is suggested to solve a problem that doesn't exist yet except on your models. Ridiculous, expensive and not needed.
It simply makes more sense, especially with the 26-on-off ramp-& the problems that will occur.		Already there are families devastated by the road. Have compassion & common sense. This will be terrible-why not 185th!!!
This design will help with more traffic. More lanes will create noise and ruin the neighborhood adjacent to Bethany.		
1. the cost 2. taking away from landowners 3. take away from beautiful trees 4. safety	only 3 lanes	
Only 3 lanes		
Alt 4 - Kaiser should be enlarged		
It maintains the integrity of the neighborhood while still allowing the free flow of traffic turns and feeders from the overpass & the Bethany West Union interchange. PLEASE! We want our children to be able to live in a NEIGHBORHOOD, not a traffic corridor.		
The overpass @ Hwy 26 is only two lanes		
3-Lane Impossible for 5 lanes, you will not be able to widen the overpass over the 26 freeway.		
Be safer for three and nicer. I have a hard time crossing road.		
No reason for 5 lanes! 185th is Not 5 lanes and it is a major road. Why did Saltzman NOT get widened? Why did 143rd NOT get widened? What happens to cars after they get to West Union? Poor planning & no reason to ruin neighborhoods		
This would be a fair compromise that would not affect the Oak Hills homeowners bordering Bethany Blvd. as much as a 5 lane highway.		
It seems that the surrounding roads will not support 5-lanes. Do we need 5 lanes? I'd like to see my neighborhood-Oak Hills-stay the same. Thank you	3 lanes-don't cut into existing lots please.	Thanks for considering my comments!
It is still all that is needed and does not disrupt the lives of us that live in the area.		
NONE STOP THE PROCESS LISTEN TO THE PEOPLE!!		
Alternate #4 improves the present situation and seems adequate for a long time.	Sidewalks, bike lanes	
Best fit needs of the neighborhood	Lower cost/less destruction of neighborhoods/ I believe it will be adequate	
Less invasion of property. No tree removal		

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I live right on Bethany Blvd and if there were 5 lanes the cars would be right in my back yard. This would affect my health and my way of life. It would make selling my home more difficult.	3 lanes would not change the beauty of Bethany Blvd that much and sane	
It is more cosmetic for the community.	Saves residential houses, safer for school children, save the trees & more walking area for the community	There have been good design & planning sessions.
The alternative that uses the least amount of property of homeowners is the one. Not cost efficient.		
Honestly, we don't need more than three lanes to take care our problem.		
It will impact on an established neighborhood.		
It will help to preserve low traffic impact. This is the best alternative to my neighborhood.	3 lines will keep people driving within speed limits, already. People already drive 40+ mph imagine when this all well paved and nice.	Before the county extend housing permits by the bundles they should study all the consequences that new developments bring. This should be taken care even before Bethany was developed now- is not fair that my Oak Hills residents have to compromise with your projects.
Cheaper, in this economy let's share the ear marked money with other projects. This is just not needed here. Don't you know in 20 years we will be in flying cars.		
Old school thinking on Alt #1. The problem is north & west. Need another exit on 26 between Cornell/Bethany & 185. Need more roads going north. Bigger Bethany is not the answer!	#4 Min impact to existing established community-need move road center line to not impact any property.	The planning process needs to be changed. Established neighborhoods are being asked to pay for the road update with taxes & neighbor homes/property. Needs to stop. With the projected growth-reversible lanes and or one way main roads may help. Please call me if this doesn't make sense.
Less expense, less impact on Oak Hills community (loss of home values)		5 lane concept is working on old information. Need to be updated with new input.
"Good sense prevails" Less expense-less drastic impact on a 9 neighborhoods, 3 lanes adequate. Home values will not be negatively affected. 3 not 5!		
It will improve Bethany for all users without the excessive lanes which will destroy our precious neighborhoods.	3-lanes are what is required for safer traffic flow for all concerned.	We prefer the 3-lane plan because it will have safety for all concerned, a better traffic flow without undue encroachment to our neighborhoods in Claremont, Oak Hills, Skyview. Please Hear us.
Because it makes sense for flow of traffic & has less impact on the community		
Not as intrusive to the neighborhoods. I don't feel such a large road is necessary.	Smaller road would be better for kids, families & walkers/runner. 5 lanes is not necessary!!!	5 lanes will spoil the attraction of the trees. I honestly feel that the Board's mine is made up and they don't care what we want.
I truly feel this is all that is needed.		
Traffic density big problem. Residential zone lines to be respected. We have our rights. We do not destroy the beauty of Claremont	It wouldn't destroy our residential neighborhood. This is not a commercial zone.	Will be having people drive Bethany-Many will drive east on different routes. I think the county wants the 5 lanes to encourage more growth-bigger tax base.
The cost of 5 lanes is excessive and won't solve the overall problem. 5 lanes destroys the value of a well established neighborhood and affect other neighborhoods too. 5 lanes creates safety issues that 3 lanes solve. 3 lanes... not 5!		We don't need to encourage more traffic at the expense of exiting neighborhoods. 5 lanes won't solve the problem, where 3 lanes will help alleviate it and be safer for drivers and pedestrians. Population growth has slowed & county projects 90% of Bethany traffic will use 185th & Cornelius Pass. Do it right. 3 not 5
Save a neighborhood-5 or 4 lanes would still jam up over Sunset Hwy. With a turning lane traffic could get by & congestion would be better than now. The stop lights would help. No need for 5. Look at Saltzman.		
The study assumes we must do this. The people who live her aren't stupid. They can self-select how to use the current road system. I do not see any innovative or creative plans to help the community maintain its style. When was the study done? The	Assume you only have 1/3 dollars. What would you do? Come on.	The plan is business as usual. Using oil based asphalt more cars perpetuating the car based society, not taking advantage of a state leading system to manage traffic (in other words create one!) How about better public

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design is least invasive, if we did anything.		transportation? I don't have the answers but could pull together a team. Have at least words have alternate ideas... sound barriers? Looks like Berlin wall. Thanks for asking
To prevent more bottlenecks at Hwy 26 & West Union. Contractors should help improve the road improvements to carry the traffic they generate.	Slower traffic thru the neighborhood. Safer for everyone.	Please don't ruin the livability of our neighborhood.
It makes me sick to my stomach to see that your minds are closed to what the people in our neighborhoods are saying. This project is driven by developers who want to build homes in North Bethany. Neighborhood livability is at risk. What do you care?	Nothing-fix it up, straighten the curves, make it 3 lanes, encourage people to carpool. Keep our neighborhoods-? Wait! You don't live in my neighborhood you just get to make the decisions.	Please listen to what we are saying! You will make 5 lanes off of two on to two! Where is the logic? The economy is horrible-use this tax money wisely. This project is based on figures that are not correct. In closing, thank you for bringing us all together, showing us how government treats the little people!
5 lanes with 3 on each end crazy. Save our neighborhood-don't destroy people's homes and reduce our property values.		How can you take property destroy home values and care so little- Is this who you know- a new ?? Or money under the table. Your ethics and care of community are at question.
I live on Oak Hills Dr the cul-de-sac behind me will be affected. Rentals may happen, my property value will decrease. Not fair.	Three lane-don't take yards and property.	Do you really care about people in this county? Do you care how spend our money. Totally irresponsible!!
Please do not destroy a beautiful neighborhood. One that I have lived in for 42 years. How can the county afford to buy all the houses and property. I have always voted on budget issue but not again-this is irresponsible fiscally.	How can the county afford to buy all the houses and property- I have always voted on budget issues but not again-this is irresponsible fiscally.	1. Destroy a neighborhood 2. Financially irresponsible 3. Outdated study 4. Five lanes to a 3 on both ends crazy. 5. Why is the new neighborhood you are destroying us for more important! 6. Who's getting under-the- table money from builders? (new neighborhoods)
3 not 5. I think the other ideas will cause a decline in our neighborhood as we know it.		
No other plan is acceptable for a neighborhood setting. 5-lanes of speeding traffic causes pollution, danger and livability of established, peaceful neighborhood. If you want 800 new homes provide access from an non-established area.	Less speed, livability, quality of life, serenity.	
1. Info presented by WACO is not convincing as to need-too much conflicting data. 2. Problems @ freeway, Bronson & West Union need to be fixed first. 3. This is a chance for WACO to do some foreword thinking-to possibly preserve communities which make it a world class place to live-also traffic trends are changing-push to always build more lanes is being rethought and working many other communities. 4. Overwhelming-residents don't want it.	3 lane w/in existing right of way w/ noise reduction & trees! Stop light at Oak Hills Dr.	Please take the opportunity to do something extraordinary and keep our communities strong!
I do not agree with the county's projections on increased traffic. This road gets people to their homes-not a mall. If & when there is further development north I believe that traffic will funnel west of Bethany.	It will maintain the integrity of our neighborhood.	I feel as though the county is using this as a test statement of what they can and will do. No matter the desires of those local neighborhood. Do you really care of is it political.
Keep Oak Hills neighborhood safe & preserve values		
The 4-lane option modified could add capacity while minimizing ROW needs compared to the 5-lane option. Modifications suggested: 1. Reduce parking strip width outside sidewalk to 2 1/2 ft. as with 5-lane option; 2. Eliminate 6 ft wide median except where needed; 3. Eliminate 6 ft. wide bike lanes on both sides. THPRD is building a multi-use bike ped trail paralleling the road 2 blocks to the west.		
Alt #4 is least expensive, no frills and least impact on the land. Money save by using alt #4 could be used on other high priority safety projects by the county.	An improved 2 lane road	Who wants a 5 lane rd besides County engineers. If the county insists on building a five lane road it would be a waste of tax money.
Least expensive. Should expand Cornelius Pass Road to 5 lanes.		
Let's save the 7 giant Sequoias that would be sacrificed! We all agree Bethany needs to be widened/ Put in sound walls for 3 lanes 1. 3 lanes-with stoplight even now it needs a stoplight for	It would preserve (as much as possible) the integrity & character of the existing neighborhood.	Oak Hills is a neighborhood that has been celebrated and held up as an example of a great community design and healthy living-it would be a shame to alter a neighborhood

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safety! It is absurd to build a road for double the capacity current 19,000. 3 lanes would provide for increased traffic load.		that has just been celebrated nationally.
With the existing and projected volume this seems to be the best alternative to meet the needs. This seems inline with the long expansion of 185th. Alternative #2 is ok, but would rather have road than wide tree stip.	Only if it would not impact the existing owners, but that is not feasible.	
1. Property loss 2. More than 3 lanes not needed.	3 lanes	4 or 5 lanes are too disruptive to adjoining neighborhood.
5 lanes is a very poor idea-please go back to the drawing board & please consider the people who live here.		
5 lanes will significantly reduce property values of homes on both sides of Bethany-and surrounding neighborhoods. 3 lanes make more sense, stays in the present right of way and costs less!		
5 lanes represents MORAL HAZARD: It extracts livability from one neighborhood (Oak Hills, etc) and gives it to another (North Bethany etc)...Don't make Oak Hills pay the externalities!!!		
Thank you for the signal @ Bronson.		
Think about kids, 3 not 5.		
Where is the funding to complete the full project. N. Bethany onto the freeway? Fund first construction after.		
What if it was your home? Think about accidents and safety for once! 3 not 5		
Noise: Please consider the ground effects of all the asphalt east of the Bethany/Bronson intersection and the extra noise of acceleration from a stoplight. Also keep in mind that some properties sit below grade level so a sound wall would be effective for them even though they're farther away from Bethany.		
\$15 mil vs. \$7 mil - 55 mph speeds vs. 30-35 mph speeds. Kids can't come across vs. us kids can't get across Ugliness vs. attractive solution It's a no brainer ---> 3 not 5		
3 will work - 5 is a "runway" and a barrier to neighborhood & people. It is a "wall" that separates & does nothing to enhance the livability of neighborhood.		
Predictive analyses are often wrong.		
Community impact criteria 2.b. indicates "0" impacts to cultural/historical resources. However, SHPO has written a letter to the county identifying the Oak Hills Neighborhood as a potentially eligible historic district (national register). The table should be corrected & Impacts to potential federal resources identified.		

XXXXX

Why do you prefer this design?	What would make this design alternative better?	
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