What We Heard
October 2010 Public Meeting

Summary of public comments from the first open house, and county response.

A. Do not demolish any homes and limit impact to private property.
   This was reflected in screening applied to the alternatives and ultimately affected the decision on which three alternatives should move forward. The alternatives for further study do not demolish any homes. All of the alternatives (except closure) involve purchasing portions of private property to accommodate a new or realigned roadway.

B. Leave existing roadway alone and fix existing guardrails.
   A guardrail project was attempted a few years ago; however, the soft unconsolidated soils combined with the steep slope at the edge of the roadway prohibited installation of a guardrail system and the construction was cancelled.

C. Keep improvements within the existing Banner Road footprint.
   The existing Banner Road width is approximately 18' with minimal or non-existent shoulders. The existing width does not meet current design standards even for a one-way roadway. There is not an acceptable roadway section that would accommodate motorized vehicles within the existing footprint.

D. Make Banner Road "local access only" through the use of signage and/or physical barriers.
   Subjecting the roadway to less traffic will not prolong the life of the roadway. In addition, historically, local access signage is difficult to enforce, and generally doesn't influence traffic patterns significantly. Physical barriers are the equivalent of closing the road.

E. Convert Banner Rd to One Way Road.
   First, this does not address the structural stability problems on Banner Road Second, the width required for a one way roadway would still be wider than the roadway that exists today, because the paved lane and shoulder must be adequate so an emergency vehicle can pass oncoming traffic. When combined with the improvements needed to upgrade Price Road to accommodate the other direction of the one way traffic, this alternative is more expensive than a two way roadway along the existing alignment.

F. The County can't close the roadway. Residents need property access.
   If Banner Road is not improved, the County will continue to maintain the road until which point a repair is no longer feasible. At that point, if there is inadequate funding for the scope of repair needed, the road would be closed. Access to the private properties would be provided by new driveway construction on either side of the closure.

G. Close Banner Road now due to narrow width and outdated guardrail.
   Closing a County road is a big impact to the community. Closing the road would also increase response times for emergency services. Price Road would also likely be closed as it cannot safely handle additional traffic.

H. Widen this section of Banner Road to safely accommodate all modes of users while providing a scenic view.
   Whatever reconstruction solution is reached, the design will accommodate all modes of users, consisting of adequate shoulder(s) for pedestrians and bikes. This is a requirement of County road standards. The desire for the roadway view will be a factor in the social acceptance criteria.

I. Alternatives extending Culver Street to Olalla Valley Road will increase traffic, no longer making it a quiet county road.
   The public road does have adequate capacity to handle the additional traffic. Minor shoulder widening may be needed.

J. Provide construction costs and more detail prior to ranking alternatives.
   The first public meeting, while early in the process, was helpful in providing feedback as to what was important to the community, thoughts on the initial list of alternatives, and provided a forum for suggesting additional alternatives. The website ranking was a tool to gauge public opinion on the initial alternatives. It was only one aspect of the evaluation criteria and did not dictate which alternatives were chosen for further study. Cost information was developed after the first open house; it was shown on the County's website and was used to help refine the list of alternatives for further study.

K. When do you intend to start the project?
   There is no design or construction funding yet allocated for the project. The earliest the project could get funding is during the County's 2011 Transportation Improvement Plan (TIP) process. The six year TIP coordinates the County's future plans for road and transportation projects and provides a ranking system to prioritize construction. At the very earliest the project could be included in the 2011 TIP. Due to the expected project cost, the County may need to obtain federal grants or other means of funding to construct the project.