



Walker Road - Phase 1 (173rd to Schendel) 158th Avenue (Merlo Station to Walker)

Open House Summary May 19, 2015

Washington County held a joint open house for the 158th Avenue (Merlo Station to Walker Road) and Walker Road – Phase 1 (173rd Avenue to Schendel Avenue) projects at the Kaleo Covenant Church (15900 SW Regatta Lane). This was the first open house for the 158th Avenue project and the third for this section of Walker Road. The open house was held from 5 to 7 p.m. No formal presentations were held. Members of the public were invited to stop in at any time to review displays, meet the project team staff, ask questions and submit comments to the project team.

To inform the public and interested parties of the event, Washington County sent out approximately 1,250 flyers to the surrounding neighborhoods, which included areas of CPOs 1, 6 and 7. County staff also sent a media release to its standard list of local and regional newspapers and media outlets (television and radio). Signs announcing the open house time and location were installed underneath the project signs placed at the east and west ends of the Walker Road project limits. An e-newsletter was sent out to Walker Road project subscribers. Both of the project websites included an announcement of the open house and other County web pages and newsletters advertised the event, including Washington County Roads (www.wc-roads.com) and the LUT Weekly Update.

The purpose of this open house was to present proposed (approximately 50%) designs for both projects. An informal open house format was used at the meeting, allowing the public to discuss the project design with members of the project team. Thirteen members of the project team and several additional staff from Washington County were available to answer questions. Approximately 41 people attended the open house. Attendees were encouraged to meet the members of the project team, ask questions and to record their comments on a comment form.

The following exhibits were on display at the meeting:

- Project vicinity aerial photo
- 50% design plans for both projects
- Aerial photo map for each project area
- Typical roadway cross sections for both projects
- Map showing current and future County road projects planned in the Walker Road area
- Schedule showing proposed timelines for each project
- Traffic volumes (existing and forecasted) for each project
- Right-of-Way process

Open House Summary (cont'd)

Handouts:

- Comment forms
- "Fast Fact" sheet for each project
- Moving Because of Highway or Public Projects brochure
- Acquiring Lands for Highway and Other Public Projects brochure

Following is a summary of comments received at the open house:

Comment(s)	Staff Response
All comments are typed verbatim and were reviewed by the project team.	
Why the crossing @ SW Delta & Walker Rd - seems redundant	The proposed crossing (island) serves as a refuge for a pedestrian crossing the street at these locations.
Length of timeline concerns me. Speed reduction to 35mph is needed ASAP around Nike. Drivers speed and text while driving. Additional crosswalks are needed ASAP since construction and improvements are too far in the future to address immediate need. People north of Walker need access to MAX on foot and more frequent bus transit service is needed ASAP. Thanks!	<p>Construction for both of these projects is anticipated to begin in less than one year.</p> <p>Speed limits are not controlled by the County. The state regulates speed zones.</p> <p>Speeding and distracted driving complaints need to be reported to the local law enforcement dispatch line at 503.629.0111.</p> <p>Pedestrians can currently cross Walker Road at signalized crossings at 173rd Avenue, the Waterhouse Trail, Schendel Avenue, 158th Avenue, 150th Avenue, Meadow Drive, and Murray Boulevard.</p>
<ul style="list-style-type: none"> • Southbound on SW 158th @ Jenkins: I support continuing the bike lane through this intersection and through the Merlo Max stop. I understand the project ends before this but it needs to be noted. • Northbound on SW 158th from Merlo Max to Walker is heavily traveled by both bikes/peds with employees exiting Max and connecting their last mile solution to Nike. I support a physically separated curb-protected bike lane. This will encourage Max/transit ridership and Nike bike share participation from Merlo Max to the Nike Campus. Curb separated is safer for both bicycles and drivers, plus it helps remove cars from the road which will reduce auto congestion. • Intersection of SW Jenkins/SW 158th: I am concerned with the expansion of the size of the North/South bound intersections. This will cause an even longer walk through the intersection for peds with a longer interval. This de-humanizes the street, making it less desirable for people who are traveling by foot. I am also concerned 	<p>The southerly project limit for the 158th Avenue project is Jenkins Road. The project will taper from the new improvements to the existing facilities between Jenkins and Merlo Station</p> <p>While curb barriers do provide a degree of physical separation, they create challenges for bicyclists making turning movements, bicyclists avoiding debris, road maintenance, drainage, access, and transit stops.</p> <p>This project is only adding an additional southbound thru lane on 158th. Signal timing can be adjusted to account for longer</p>

<p>about the turning radius at this intersection. I notice the corner radii is being maximized which will cause wider, faster turning vehicles making it dangerous for pedestrians in terms of exposure risk and diminishing safety. Please consider keeping an industry standard 10 ft - 15 ft curb radii to reduce the speed a vehicle can travel while turning.</p> <ul style="list-style-type: none"> • There is talk of Nike purchasing/procuring Jay St for private use. I support this as it currently is only used by the public as a cut through to avoid SW 158th/Jenkins intersection. Bicycles and peds are on Jay St and 35 mph for such a narrow road with motorists in a hurry cutting through (a corporate campus) is unacceptable. If Nike owns this, privatizing the road, I anticipate a well-overdue road diet and humanizing of the street to bring it to the speed and capacity it was originally intended for. 	<p>pedestrian crossing distance.</p> <p>Because these roads are freight routes, curb radii need to accommodate large truck turning movements so that they do not roll over the sidewalk where pedestrians may be standing or walking or into opposing vehicle lanes.</p> <p>Jay Street is not part of the subject road improvement projects.</p>
<ol style="list-style-type: none"> 1. Would like sound wall built (actually assuming this will happen). 2. Put new trees/compensate for new trees. 3. Can you do without taking away 5 ft strip from my property? 4. If you need 5 ft., please make me part of the decision process. 5. Please compensate correctly for trees taken away and plant them elsewhere if possible 	<p>A noise analysis is being performed and should be completed within the coming month.</p> <p>Landscaping design will occur when the road plans are closer to final design.</p> <p>Property owners that we need to acquire additional right-of-way from will be contacted directly by a right-of-way agent and will work with the agent through the appraisal and negotiation process.</p>
<p>You need to make presentation at 5 Oaks/Triple Creek neighborhood association monthly mtg - 2nd Tuesday of month. The project will impact the entrance to Stonegate development on 167th. There is expensive landscaping, I was past landscape committee chair/board member for Stonegate Homeowners Association</p>	<p>We welcome the opportunity. We will contact you directly to schedule the County's presentation.</p>
<p>Concern that there will be a sound wall. Need this because Rd will be so much closer than it is now. Also want drains incorporated into County improvements.</p>	<p>A noise analysis is being performed and should be completed within the coming month and when finalized, posted to the project web site.</p> <p>The project design will include adequate roadway drainage per County, Clean Water Services & City of Beaverton standards.</p>
<p>SW 158th:</p> <ul style="list-style-type: none"> • Consider protected bike lanes w/design speed of 45. Curbs would be best - candlesticks okay. • Green paint/bike boxes at intersections with Jenkins. Reduce slow lane to 11 ft to calm traffic. Add 1 - 2ft buffer between bike/travel lane at bare minimum. • Redesign all bike lanes to avoid right hooks at intersections! - see ODOT standards. <p>Walker Road:</p> <ul style="list-style-type: none"> • Change buffered lanes to protected lanes. • Paint not sufficient for a major bike project like this. 85 percentile is 45-50 mph. • Curb protection (13' travel lane, 6-9" buffer, 6-7' bike lane and sidewalk) or candlestick (13' travel lanes, candlestick w/ stripes, and 6-7' bike lane). • Consider alternate design like bike boxes at major intersections. 	<p>Both bike treatments (6-9" curb barrier or candlesticks) were considered for use on this project; however it was determined that they would create challenges for bicyclists making turning movements, bicyclists avoiding debris, road maintenance, drainage, access, and transit stops.</p> <p>The current proposal has 2-foot buffer between the travel lane and bike lane.</p> <p>Vehicles and bicyclists need to follow the rules of the road and must yield based on the other's position to avoid "right hook" collisions. More information can be found on ODOT's bike safety website: www.oregon.gov/ODOT/TS/pages/bicyclistsafety.aspx</p> <p>Bike boxes are only installed at signalized intersections.</p>
<p>Westside trail is a TRANSPORTATION FACILITY and should be a consideration in</p>	<p>The Walker Road and 158th Avenue projects are road</p>

<p>project design, both 158th and Walker Roads.</p>	<p>improvement projects that will be built to road standards to include bike and pedestrian facilities. Both projects, in their current form, will not prevent the future construction of THPRD's Westside Trail.</p>
<p>Appreciate the project open house to review plans and ask questions, but would be more useful to me to have a brief presentation detailing the plan, complete with timelines and opportunities for community feedback. Would like to know more about the evaluation process for the proposed sound wall. What options for the same, are available?</p>	<p>Thanks. We have found this type of informal drop-in meeting format seems to be convenient for most people due to the busy schedules people have. We are welcome to present formerly at a neighborhood meeting (such as a CPO or HOA meeting) or you are welcome to contact the project team anytime to discuss either or both project in more detail. Project contact information is included on the postcard mailer and on the project websites.</p> <p>A noise analysis is being performed and should be completed within the coming month to determine if soundswall are warranted and if they will mitigate road noise (too many gaps due to multiple accesses will defeat the purpose of a wall).</p>
<p>Westside Regional Trail is part of the active transportation necessary in Wash Co, and it's not part of the plan - it needs to be.</p>	<p>The Walker Road and 158th Avenue projects are road improvement projects that will be built to road standards to include bike and pedestrian facilities. Both projects, in their current form, will not prevent the future construction of THPRD's Westside Trail.</p>
<p>Westside Regional Trail is supposed to be on 158th and it is not on the plans. At least widen the sidewalks. There should be an off-street 12ft wide trail segment in this plan.</p>	<p>The Walker Road and 158th Avenue projects are road improvement projects that will be built to road standards to include bike and pedestrian facilities. Both projects, in their current form, will not prevent the future construction of THPRD's Westside Trail.</p>
<p>I would like to see more separation of the bicyclists from traffic. A bike lane is a good first step, but to get more people bicycling we need increased safety for the cyclists. This can be achieved by providing physical barriers, such as a curb or plantings. The idea of a two-way bike lane can only be made safe by a physical separation of cyclists from auto/truck traffic. Taking an idea from radiation safety, a workers' safety is ensured by the concepts of time, distance and shielding. Limit time exposed to the radiation source, provide shielding (lead), and increasing the distance from the radiation source. Applying this to bicycles, provide a physical barrier (shield), increase distance from the hazard, and decrease the time exposed directly to the hazard.</p>	<p>Separated bike facilities were considered for use on this project; however it was determined that they would create challenges for bicyclists making turning movements, bicyclists avoiding debris, road maintenance, drainage, access, and transit stops. A two-way bike lane would also require additional right-of-way, which impacts homes and businesses along the corridors.</p>
<p>Would prefer better access to Westside regional trail. He access to Nike for talks, THPRD originally had a route planned but Nike squashed it. They have not talked with the trails committee. We believe the county hasn't either.</p>	<p>The Walker Road and 158th Avenue projects are road improvement projects that will be built to road standards to include bike and pedestrian facilities. Both projects, in their current form, will not prevent the future construction of THPRD's Westside Trail..</p>
<p>I am concerned that the alignment for the Westside regional Trail along 158th is not shown on the project plan. Active transportation is important for quality of life in this area and will become more important as area population increases. If trails are not shown on plans/maps they don't get built!</p>	<p>The Walker Road and 158th Avenue projects are road improvement projects that will be built to road standards to include bike and pedestrian facilities. Both projects, in their current form, will not prevent the future construction of THPRD's Westside Trail.</p>
<p>PLEASE do not have any construction or road blockage during rush hours! Nike traffic is</p>	<p>Construction-related lane restrictions will be limited to 9:00 am</p>

<p>bad enough. Glad to see less trees on the chopping block (unlike Baseline) - Still hoping you can save the tree by Nike. Would like to see an off street bike path, but not if it kills more trees. Not sure how all this will help when you still have everyone going down to 1 lane each way at that bridge past 173rd.</p>	<p>and 3:30 pm each day to minimize traffic impacts during peak commute hours.</p> <p>An off-street bike path is unlikely due to the property impacts and costs for acquiring the additional right-of-way needed.</p> <p>We acknowledge the need for future widening of Walker Road between 173rd and 185th. That segment is not currently funded.</p>
<p>Could someone please assess the impact that Nike construction vehicles (dump trucks, cement trucks, etc.) are having on traffic flow on roads surrounding Nike campus (Walker, Murray etc.) especially during morning rush hour. These vehicles are slowing traffic at intersections resulting in worse back-ups than usual. Could signals (e.g. eastbound Walker at Murray) be adjusted to accommodate this? Problem especially bad after 7:00 am., Thank you!</p>	<p>The County cannot restrict specific vehicles from these roadways since these are freight routes.</p> <p>We will talk to our Traffic Engineering staff to see if better sequencing of the signals is possible.</p>
<p>We have a 5 and 7 year old and often walk/bike along the north side of Walker Rd between 173rd and the entrance to Stonegate. There is currently a planter strip that separates the road from the sidewalk for most of this section. We would like to see the planter strip stay for safety. Thank you.</p>	<p>We will look to see if a planter strip could be installed in this area but need to balance road needs and right-of-way impacts.</p>
<p>Would like to discuss the impact to our property.</p>	<p>A member of the project team will contact you directly to schedule a meeting.</p>
<p>Allow this form to be filled out online. Or at least at the very least email a picture or scan of the form. Welcome to the digital age!</p> <p>The traffic light timing along Walker from 150th to 185th must be improved. I commute this route daily at 9am and 6 pm and almost always have to stop at Schendel and 173rd. The lights at Schendel and 173rd seemed to be timed to force the normal flow of Walker Rd traffic to stop which wastes a lot of fuel (stopping, idling, getting up to speed). The Walker Rd: 173rd to Schendel Ave MUST extend to 185th. Most of west bound traffic on Walker turns onto 185th. The future project - Walker Rd: Amberglen to 173rd should be changed to Walker Rd - 185th to 173rd to cut costs and improve the road for the vast majority of the traffic.</p>	<p>There is an available electronic comment form on the project website. Comments can also be submitted to lutproj@co.washington.or.us anytime.</p> <p>We will talk to our Traffic Engineering staff to see if signal timing from 150th to 185th can be adjusted.</p> <p>We recognize the need to improve Walker Road west of 173rd (and east of Murray to 217). Funding limits us on the number of road miles we can improve and there are competing needs all over the county. We will continue to seek funding for remaining sections of Walker Road though.</p>
<p>I am concerned about ped crossings on Walker at NW Delta & NW 170th. I appreciate center islands but I am concerned by lack of signals and paint identifying crossings. With road speeds at 45mph, this may not be adequate.</p>	<p>We will discuss the proposed crossings with the County's bike/pedestrian coordinator to see what enhancements could be made.</p>
<p>I noticed many of the representatives of the project were using the term "Protected Bike Lane" when they talked about facility improvements specifically on the 158th: Walker to Merlo Station project. I believe they were using the term incorrectly. The facility improvements for bicyclists were actually on-street <i>buffered</i> bike lanes, which is a painted buffer designed to increase the lateral separation between bicyclists and motor vehicles. A <i>separated</i> bike lane is an exclusive facility that is physically separated from motor vehicle traffic with something like a curb, bollards or another physical element.</p>	<p>Both projects will include on-street buffered bike lanes. We looked into separated bike facilities but determined they were not feasible due to the multitude of challenges they would present.. We apologize if there was any confusion.</p>

END OF COMMENTS