

SALTZMAN ROAD INTERVIEWS

SUMMARY

Following the first Project Advisory Committee (PAC) meeting, Brandy Steffen reached out (via phone or virtual meeting) to understand the issues and concerns of the following community groups during September 2020.

Beaverton School District, Transportation

Joel Feldhan Transportation Operations Supervisor

1. A wider road with lights would be great.
2. This area, south of Avignon Lane/Findley, walks to Findley Elementary (no bus service)
3. Stoller Middle school students have bus service. Even if that new stretch/existing would get improvements then they would still bus because of the Laidlaw blind curve.
4. The main concern with this stretch of Saltzman is the elevation and freezing. Personally experienced that slick/icy curves are challenging because of elevation, curve, and slope. Any motorist would feel similar.
5. Having a straight connection at 130th is preferable for drivers since it would reduce the blind curve to allow better visibility of traffic.
6. Many buses are turning left to get to Stoller and have to be patient and wait. Not impossible, but traffic signals would be helpful there.
7. The current intersection has heavy brush and the curve makes it hard to see. Even though everyone should stop (it is a 4-way stop) it's a little dicey.
8. Major challenges if the road is closed for construction. Would need a lot of notice for rerouting. Add to the interested parties list for updates.

Tualatin RiverKeepers

Ashley Short, Riverkeeper & In-House Counsel

Based on the info available, Tualatin Riverkeepers thinks it would be best to update existing alignment of Saltzman Road with creek crossing improvements (encourage converting culvert to bridge to allow fish passage) because it will have fewer impacts to mature trees and wetlands/floodplains. Their main focus is to minimize and offset the environmental impacts, to the maximum extent possible.

1. Would like to see answers to these questions, for both alignments:
2. Number of trees impacted
3. Stormwater runoff control measures during and after CON
4. Creek crossing type (bridge is preferred)
5. Which alignment has the least amount of impervious surface? What will happen to the old Saltzman Road? Would like to have it de-paved and restored if new alignment is selected.

6. It appears that the alignment that would create a new road goes over original wetlands given the location of the 100-year floodplain and the fact that the creek appears to split and "end" at the floodplain boundary.

Portland Audubon

Micah Meskel

Based on the info available, Audubon thinks it would be best to update the existing alignment of Saltzman Road because it will have fewer impacts to mature trees and wetlands/floodplains, particularly in an area with high development demands. The main thought about conservation is that if there is one area already disturbed and another new alignment without any disturbance, then they would lean toward the existing alignment.

Would like to see answers to these questions, for both alignments:

1. Number of trees impacted/removed on the existing alignment?
2. When can staff give suggestions on the lighting? Environmental issues.
3. Any option to keep existing for cars and ped/bike trail only with less environmental impact on the eastern alignment? Ped/student options and resiliency issues during the winter, and alternative modes. Activate some of THPRD changes to the site, access to natural areas.
4. Would center lane be the whole stretch of Saltzman? Or just at the end or where turning is needed?
5. How much wider will the existing/improved Saltzman will be?

Tualatin Valley Water District

Sarah Alton, P.E., Engineering Associate

There is a 24-inch transmission main in the current eastern alignment. It is difficult to adjust our large diameter pipes, so if the selection of the eastern alignment leads to impacts to the pipe (such as relocations), TVWD would have a preference towards the western alignment.