



NW Walker Road Improvements (NW 173rd Avenue to NW 185th Avenue)

Online Open House Summary December 21, 2020

Washington County held an online open house for the NW Walker Road improvement project beginning on Monday, November 30, 2020 through Sunday, December 13, 2020 due to the current pandemic (Covid-19) and the need for social distancing. The online meeting invited residents in the area to view the various “tables” and to submit comments. This was the second open house for the upcoming NW Walker Road improvement project.

To inform the public and interested parties of the event, Washington County sent out approximately 900 postcards to adjacent property owners and the surrounding neighborhoods, which included areas of CPO 7. County staff sent a media release to its standard list of local and regional newspapers and media outlets (television and radio). An e-newsletter was sent out to project subscribers. The project web site 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* e-newsletter.

The purpose of the online open house was to present the more refined design for NW Walker Road project to the public and to identify issues and concerns from area residents. Approximately 41 members of the general public submitted comments to which members of the design team responded to.

The following tables were available online for review at the virtual open house:

- Background: it showed a map of various projects along the Walker Road corridor and in the immediate area and their tentative schedules
- Traffic Conditions: existing and future traffic volumes (existing – 2017 and forecasted – 2035);
- Design Map: plan view and cross section of the proposed improvements;
- Willow Creek Culvert: plan and profile of the proposed new culvert and road grade modifications;
- Soundwalls and Street Lighting: examples of the proposed sound wall and streetlight being proposed;
- What’s Next: project projected schedule through construction completion;
- Construction Detour: proposed signed detour route when the new culvert is being constructed/installed;
- Meet the Project Team: photos of some of the design team members working on the project;
- Refreshments: we couldn’t meet in person, so this is the next best thing we could do – a cookie recipe

Open House Summary (cont'd)

At the end of the virtual open house, a comment form was available for those wanting to submit comments regarding the project. Forty-one (41) residents submitted comments. The following is a summary of comments received from the virtual open house and the design team's responses:

Comment(s)	Staff Response
All comments are typed verbatim and were reviewed by the project team	
Thanks for all you do!	You're welcome
The widening and whole project is excellent and more future proofs the road from current and future congestion. My question, will the sidewalk over culvert still curve away from the road at the same angle as today? Currently the path can get rather slippery in winter to the material and angle of the pathway	No, the sidewalks will be along both sides and adjacent to the new roadway. The current pedestrian bridge will be removed and salvaged for use on another county road project.
I need more detailed information about what affects this will have to my property, such as changes to my Walker road driveway access, the amount of land that Beaverton is planing on taking from me, what will happen to my existing landscaping including fruit trees that will me impacted. Based on the rudimentary map it appears this will significantly impact my property and its value.	You are correct that the County will need to acquire right-of-way from you along the Walker frontage. The right-of-way acquisition process should start early next year. An independent appraiser will be hired by the County to perform an appraisal of the property within the acquisition area and an appraisal report prepared. A County Right-of-Way agent will then reach out to you to make the formal offer. I have attached a right-of-way brochure to help answer your questions.
Why can't the Northeast corner if the intersection at NW183rd ave be cut back further as to not force North bound traffic into oncoming traffic. This is a very awkward turn which causes you to slow down on Walker Rd (backing up traffic) as you turn, or drift into south bound lane as you make turn. What is the reason for the bump out.	The design's objective for this intersection is to bring in 183rd into Walker as close to perpendicular as possible. To tighten the radius of the corner forces turning vehicles to slow to a reasonable and safe speed. If the radius was larger, vehicles would be able to take the turn at a higher speed.
I live in West Slope & travel Walker Rd often - to get to Cedar Hills Crossing, Dental Office, Costco, Taste of Sichuan, Kaiser Sunset Medical Center, Brookwood Library, etc. I will enjoy the improvements & cross fingers that the closer in sections (east of 158th) will find funding & receive the same great treatment. Also - the project team looks wonderfully nice & somewhat age diverse. But alas, entirely white.	Thanks for the comments. Please note that Walker, between Schendel and Murray, and the Walker-Murray intersection are being improved through separate projects. The rest of Walker to the east will depend on project funding but the county is aware of need for improvements for this section of Walker.
Raising the creek bridge is definitely needed. And safer pathways for pedestrians is also definitely needed. Although the full 98 ft ROW design might be rather ambitious. I personally come from a Transportation	Thanks for comments. The county (and its design team) uses Metro's land use model for traffic projections. This model is used most local agencies within the tri-county area when projecting future growth. The model does take into

<p>Planning/Community Development/Civil Design/Architecture background. Having worked a few years for a Traffic Engineer back in the mid-2000s. But I ended up in wireless Telcom. Not my intention for a career. I keep thinking of trying again to go back into that industry. But that aside. I personally enjoy seeing the plans and reviewing the design aspects. And yes I have designed a handful of streets around Oregon.</p> <p>All that aside my questions are more interested in the decisions and design making sure that the proposal meets the actual need. Yes, improvements are certainly needed. Traffic counts will likely return to pre COVID levels and yes gradually increase. But the only footnote I'm wondering about is what formula was used to project future traffic counts? Why I'd lean to not over expecting huge influx would be because the housing increases question will be how much in-fill might occur? And how much new commercial business might increase out to the west of the project area. Plus the last element is when adding additional traffic lanes and becoming level the speeds of traffic will also likely increase as well. Point being as the segment of Walker from 158th to 173rd. The speeding has increased. It's an obvious cause and effect. But I look forward to the improvements into 2023.</p>	<p>account existing land use and in-fill into their calculations.</p>
<p>Personally, I would move this project down in importance and move the section from the Murray intersection to Cedar Hills up. That portion of the road was clearly built 50+ years ago and it has never been improved. Traffic jams there are far worse than they are on the 185th to 173rd section. It has to be difficult, particularly during rush hour, for residents along Walker to access their homes.</p>	<p>This project was raised in importance from feedback the County heard when we initially started on the first phase of Walker Road (2014). Note that Walker Road between Schendel and Murray, and the Walker-Murray intersection are also planned for improvements and their construction will begin before this project's construction. Walker east of Park Way is also on the county's radar for improvements, but will depend on available funding.</p>
<p>I imagine Autumn Ridge would also be used as detour (I would personally find that faster to enter Cambray if through traffic is permitted from 178th) and worry about the increased traffic that will cause in that neighborhood. I would also be more likely to detour to Baseline-185th-Heritage.</p> <p>I am pleased to see a traffic light will go to the intersection at Cambray/178th.</p>	<p>The detour route is mainly directed toward the "thru" commuters and not the residents immediately in the area. It is understood that local residents would know of local streets to get around the closure.</p>
<p>NO! Traffic projections do not accurately represent a no-build scenario. This project is not needed, and the past widening of walker wasn't needed either. The roadway is EMPTY at times, even during rush hour. There is absolutely no need to add another dangerous arterial to our area. I ride along this route daily, and i feel safer riding on this portion just because cars travel slower, and the road is half the size. Is it possible to add safe infrastructure for cycling without creating dangerous roadways?</p>	<p>The no-build scenario traffic projections uses a methodology involving Metro's regional travel demand model, which accounts for regionally coordinated land use forecasts based on both housing and employment growth. The numbers shown here were developed prior to the current pandemic and should not be affected by the reduction in traffic volumes related to it.</p> <p>Understanding this is forecasting future numbers, traffic volumes and area growth will still occur, it's just a matter of when this growth occurs. In the long-</p>

	<p>term, traffic volumes are likely to return to pre-COVID conditions and therefore the need for the project will still be necessary</p>
<p>This project is terrible for anyone not driving. At minimum, the project should have:</p> <ul style="list-style-type: none"> - Protected Bike Lanes (min. 6 ft. width w/ 3' concrete buffers) - Protected Bike Intersections w/ separated signal phases - Marked crossings every 1/4 mile - Crossing refuge islands and HAWK/Rapid-Flashing Beacons (with audible signals) - Bus priority lanes (each direction) <p>Instead, this project is going to be incredibly hostile to anyone not in an expensive metal box. Please restart this project from scratch and work with the community to develop a more humane design that centers equity, achieving zero traffic deaths, and a shift in mode to transit, biking, and walking.</p>	<p>Unfortunately, we are past revisiting the need for the project and the bike treatment.</p> <p>The project was identified by the Washington County Coordinating Council as part of the MSTIP 3e program in 2016. Bike treatments were looked at the beginning of the design and was brought to the Board of County Commissioners for review and approval.</p> <p>In response to your other comments</p> <ul style="list-style-type: none"> > Bike lanes are 5 feet wide with 2.5 foot wide striped buffer (slightly wider than the county standard). While a concrete buffer was investigated as a possible treatment, a barrier would create safety issue for vehicles, increase drainage costs, create issues for postal delivery and garbage pick-up for those properties that directly access and create a conflict point between cyclists and TriMet passengers at bus stops. > Every intersection is considered a legal crossing. The county does not mark crossings unless at a signalized intersection or a high pedestrian use area (school crossing). > The pedestrian counts do not warrant the use of a rapid-fashing beacon (RRFB). > The ridership and frequency does not warrant bus priority lanes.
<p>I think this project is well thought out, with one exception that affects me personally - the lack of a sound barrier between NW 173rd & 178th streets.</p> <p>I frankly don't know how we can justify providing them for some, but not all residents whose properties back up to Walker Rd. Either the effect of increasing traffic warrants a sound barrier or it doesn't.</p> <p>I have lived in my house over 25 years, and the increased traffic noise within that time has made it so I rarely utilize my deck or back yard and never open my windows anymore. It already sounds like I am sitting on a freeway from inside my house. With your own projections of nearly doubling the current traffic flows, I cannot imagine how uncomfortable it will be.</p> <p>I would welcome anyone to place sound monitors on my deck to verify.</p> <p>But again, I come back to the fact that you have determined that sound barriers are necessary for residents whose homes are not as close to the</p>	<p>Washington County follows draft traffic noise guidelines based on those used by the Federal Highway Administration and the Oregon Department of Transportation. A traffic noise analysis was prepared to evaluate existing and future noise conditions. The draft guideline was then applied to those properties that existed prior to Walker being classified as an arterial (approx. late 1980s). It was determined that soundwalls would only be installed on those properties that meet the criteria and that would receive a noise reduction benefit from the walls.</p> <p>The soundwall issue was raised in our earlier open house (Aug 2018). Because of the feedback we received regarding this issue, it was brought before the Board of County Commissioners roughly a year ago for their review and comment.</p> <p>While not formally accepting the use of the draft noise policy, the Board felt that this was an acceptable use of the policy.</p>

<p>roadway as ours. Traffic noise will not cease in our location. My neighbors and I deserve the same consideration given to other homeowners affected by this project.</p>	
<p>Thank you for driving this much-needed project forward. It looks like you guys are doing a great job. We are looking forward to the safety and livability improvements.</p>	<p>Thank you for your interest in the project</p>
<p>Do not add any more car lanes to this project. Please make protected bike lanes and safer crosswalks.</p>	<p>This is a transportation improvement project for all modes of transportation as Walker Road is designated as an 4/5-lane arterial on both the county's and city's Transportation System Plan (TSP). As part of the improvement, we are adding continuous 5-foot wide bike lanes with a 2.5-ft buffer and 6-foot wide sidewalks</p>
<p>When will protected bike lanes get built on the new roads?</p>	<p>As part of this project. It is tentatively scheduled to start construction the latter part of next year and be completed by the end of 2022. Unfortunately, the new bike lanes are associated with the final paving of the road which would occur in the latter stages of construction.</p>
<p>North side, between 178th and 180th: The diagram leads me to believe the sidewalk will abut the sound wall, then planting strip, then bike lane (gets my vote), however the pictures are of a different layout, are the pics only to show the concrete panel design?</p> <p>On the diagram, the little black box with a line connecting to smaller black box, are they streetlights?</p> <p>I am mostly concerned with drainage from my property. My roof's rain water expels to the current ditch. The drain was repaired years ago after discovering it was blocked and diverting the water into my crawl space. The sound wall will recreate that terrible situation if the rain drain outlet is ignored by the new construction. Would you, please, explain how that will be addressed? My neighbors are in the same situation (Handy).</p>	<p>You are correct, the sidewalk will be adjacent to the soundwall and be separated from the roadway by a small planter strip.</p> <p>Yes, the small black boxes protruding into the roadway on the strip map are streetlights.</p> <p>We are familiar with addressing drainage in rear yards as we encountered this as part of the earlier Walker project. More than likely, a small area drain will be connected to intercept your roof leaders and a new pipe installed to connect them directly to a storm pipe or structure. Please make sure this is noted when our Right-of-Way agent begins their discussion with you.</p>
<p>What are you doing to coordinate / time the intersection controllers along Walker? 185th? 173rd? The lack of attention to coordinated traffic control in Washington County continues to increase the costs, pollution and travel times. It needs to end and project goals and costs for this need to be included in all projects.</p>	<p>We are installing signal interconnect to assist in the coordination of the signals along Walker Road and will be connect to the interconnect that was installed in the first phase of Walker improvements.</p>
<p>My question regards the Retirement Housing (?) that was planned to be built at the South corner of Walker and 185th....Is that still to be built?....does it affect any of the plans of the Walker Rd. Phase 3? thanks...</p>	<p>I believe it is still scheduled to be constructed. And our project has been coordinating our design with the senior living center's owners and designers.</p>
<p>My question is regarding the pathway that connects Willow Glen Pl cul-de-sac to Walker. It runs behind the houses on the East side. Will this be blocked?</p>	<p>No, the path will not be blocked as this is an access for City of Beaverton Operations staff to access the water quality pond that is adjacent to Willow</p>

<p>Thank you.</p>	<p>Creek.</p>
<p>I would appreciate someone coming to talk to us about the property we will be losing to this project. Especially since my house is on the corner of 178 Ave and Walker. Looks like we are losing a majority of our side yard. What is the easement from that sound wall to my house? How much of my backyard am I losing?</p>	<p>Someone will be contacting you as the County will need to acquire right-of-way from you along the Walker frontage. The right-of-way acquisition process should start early next year. As to your other questions, the easement is just a wall and utility easement. And the county is looking to acquire a strip of property along Walker approximately 6.5 feet in width</p>
<p>I would like to know a through reason why there will not be a sound wall placed along 180th, it's noted that one will run from almost 185th to one side of 180th and then stop and then pick back up again not to long after. This largely affects my home, which will basically have a small freeway in the backyard at this point. How can this be updated to have a sound wall on both sides all along walker road?</p>	<p>Washington County follows draft traffic noise guidelines based on those used by the Federal Highway Administration and the Oregon Department of Transportation. A traffic noise analysis was prepared to evaluate existing and future noise conditions. The draft guideline was then applied to those properties that existed prior to Walker being classified as an arterial (approx. late 1980s). It was determined that soundwalls would only be installed on those properties that meet the criteria and that would receive a noise reduction benefit from the walls.</p> <p>The soundwall issue was raised in our earlier open house (Aug 2018). Because of the feedback we received regarding this issue, it was brought before the Board of County Commissioners roughly a year ago for their review and comment.</p> <p>While not formally accepting the use of the draft noise policy, the Board felt that this was an acceptable use of the policy.</p>
<p>Are there any further details about right-of-way acquisition that can be shared? If part of my property is taken over for this project, is there more detail for what the process looks like for when the fence along the street-side of my property is removed and what sort of temporary fencing will be installed? (I have dogs who run in our backyard so our current fence is obviously a safeguard between our backyard and the foot/vehicular traffic on Walker Rd). What sort of process is there for homeowners to learn about property tax implications if they have property they lose to this project?</p>	<p>The right-of-way acquisition process should start after the beginning of the year. As a property owner, you will be notified in advance by an independent appraiser to appraise the acquisition area. Approximately a month later, a formal acquisition offer will be made by a county right-of-way agent.</p> <p>Prior to removal of the existing fence, a temporary chain link fence with privacy netting will be installed. Upon installation of the new sound wall, the temporary fencing will be removed and side fencing connected.</p>
<p>The sound walls are less than the pictures posted. The picture on the Left is maintained by a special neighborhood HOA. The picture on the right surrounds the Bernard Pl neighborhood. The weeds have not been taken care of and the ivy/greenery has died. When complaints were submitted to the City & County, they were ignored.</p> <p>Car racing has been almost intolerable since improvements in the road. When sitting outside, we must just stop discussions until the cars have passed. So the Noise abatements did not work. I'm concerned with more improvements, this car racing will increase.</p>	<p>Both the pictures of the sound walls are of the walls installed in the initial Walker - Ph 1 project. The left picture is along the north side of Walker between 173rd and 170th and you are correct that this is maintained by the adjacent HOA. The picture on the right is of the wall south of Walker on 173rd. This picture was taken prior to the installation of the plants as the area in front of the wall was recently hydroseeded. If your HOA would be interested in maintaining this area, the county would be willing to work with the HOA as to the plantings proposed</p> <p>As for the dead ivy on the existing walls, these can be replaced when the new walls and landscaping are installed as part of this project.</p>

	I will relay your information about the car racing on to our traffic group to advise the WCSO and Beaverton Police as this is an enforcement issue.
Looks good.	Thank you.
Really looking forward to this much needed project being done. One of my biggest concerns through here has always been the lack of proper sight lines west of Cambray, including the hill and the property on the NW corner of Cambray and Walker. I've talked with Beaverton before about this property (I lived in the Cambray neighborhood for 10+ yrs) and it has always been out of code in terms of the trees and shrubs encroaching upon the roadway. Will be nice to finally get this fixed. A stoplight there will be nice, but I am also concerned about speed and visibility, especially eastbound traffic as it approaches the intersection.	These sight lines will be improved as part of the project. The vegetation that currently blocks your sight line will be removed for installation of the new sidewalk and bike lane. In addition, the profile of the road will be correct to also improve sight distance (sags will be raised and crest will be lowered).
Really excited to see this work being completed. What is being done during the construction to prevent fieldstone from being used as a detour? Also, will the blind hill be graded so that drivers can see the light at 178th? Finally, what will be done about the frequent accidents at 173rd and walker? Will increased speeds from 185th to 173rd make this worse?	<p>The signed detour route is mainly directed toward the "thru" commuters and not the residents immediately in the area. It is understood that local residents would know of local streets to get around the closure.</p> <p>Sight distance will be improved for all approaches and the sags and crests will be raised and lowered respectively.</p> <p>I am unaware of an increase in accidents at the 173rd intersection and don't know if there is a specific cause but will look into it.</p>
<p>I live in a house that backs on to Walker Rd, near Cambray. We have issues with traffic noise, drag car racing, pedestrians lurking or in our backyard, etc everyday. I really don't understand why we won't be getting a sound wall. It would be greatly beneficial to give those homes that back onto Walker Rd privacy and would cut down on increased traffic noise and pollution.</p> <p>I started a petition last year. See how many neighbors and homeowners agree with me:</p>	<p>The County understands the noise issue, particularly with homes that back up to the road and were constructed since this road was classified as an arterial. The county is applying the traffic noise criteria equitably as it has been applied on previous county road improvement projects. The policy does not look at mitigation for residences that were constructed prior to the road was classified as an arterial.</p> <p>The issue of the sound walls (or lack thereof) was raised at the earlier open house (Aug 2018), and was subsequently brought before the Board of County Commissioners roughly a year ago for their review and comment. While not formally accepting the use of the draft noise policy, the Board felt that this was an acceptable use of the policy.</p>
Delighted to see this. Safety will be vastly improved.	Thanks for your comment and interest in the project
As a resident that would directly affected by this work, I'm generally in favor of the proposed plans. My top priorities would be constructing a dedicated turning lane along Walker Road, establishing a traffic light at NW Cambray (specifically one using a sensor to control the signal instead of a timed cycle), and connecting the sidewalks and bike paths on both sides of Walker road to increase pedestrian and cyclist safety.	Thanks for your comments. There will be a continuous center turn lane as part of the new project, except at the creek crossing, since there is no reason for a turn lane and to minimize the impact to natural resource (creek and corridor). A new signal with video detection is planned for the Walker/Cambray (178th) intersection as well as continuous bike and pedestrian facilities along both sides of the widened road.

<p>My biggest concern with this project is the affect to those living directly along Walker Road. It seems extremely unlikely that widening Walker road to 5 lanes will not affect private property lines. The proposed plan does not discuss how private property owners will be affected, compensated, or how their interests will be protected. There is also a significant amount of vegetation along this portion of Walker Road and part of this project should include replanting native/non-invasive species to compensate for that which must be removed for construction.</p>	<p>There will be some acquisition required for this project but a majority of the developments abutting the project already dedicated the necessary right-of-way when these were built. There is limited new landscaping planned for the project including trees and groundcover.</p>
<p>Just want to compliment you on your virtual open house. This is remarkably well done, and makes the information very easy to share with others. Much appreciated!</p>	<p>Thanks. I will share with our Communication staff</p>
<p>Rats! The culvert work will undoubtedly stir up rat troubles. The new high density rental village at ~179/Walker isn't even finished and I already have a rat hole under my back patio! I'm doing what I can to remedy the rat problem created by the city's recent density development, additions from the culvert may be more than I can control. Can anything be done to help me (us!) control the rats? A year of rat monitoring, or something.</p>	<p>Not really. The county experienced a similar infestation when several houses were removed for the upcoming Walker/Murray intersection project. We hired a professional exterminator who installed traps.</p> <p>I don't believe the new culvert would create an issue. In my experience replacing bridges and culverts, I've never come across this issue.</p>
<p>Thank you for the information...interesting and helpful.</p>	<p>Thanks for your interest in the project</p>
<p>Thank you for addressing this section of the road that badly needs bike lane improvements. I had a near miss while biking on this section when a vehicle crowded me while passing in the stretch over the creek while headed west. The bike lane improvements in the earlier sections (to the east) were great, but the section with no lane and no shoulder and abrupt road change that forces bikes into traffic was surprising. At the time there was no signage or warning.</p>	<p>Thanks for the feedback. With this section and the sections north of Nike completed, Walker will have approximately over 3 miles of continuous buffered bike lanes.</p> <p>Happy (and safe) cycling</p>
<p>Making a left turn from Cambray onto Walker Road westbound is hazardous due to eastbound traffic coming over the hill, often at high rates of speed. At one point I thought I read that part of the plan was to lower the roadway a bit to improve visibility. Is that still in the plan, or is the traffic light at 178th/Cambray expected to deal with the problem?</p> <p>All in all, the plan seems to me to be a good one. Due to increased traffic on Walker, the road clearly needs to be widened, and I think the proposed improvements are reasonable.</p>	<p>Thanks for your comments. You're correct. As part of the design, we are looking to improve the sight distance for this intersection by lowering the road grade west of this intersection to eliminate the "hump". We also plan to raise the grade over the new creek crossing and eliminate the "sag".</p>
<p>Sign me up! Great virtual open house...thank you very much.</p>	<p>Thanks. I will share your comment with our Communication staff as they are responsible for setting up the virtual open house</p>
<p>I travel this section daily for work. During the pandemic the traffic has been much less, but I am glad this is getting done. The one lane over that culvert</p>	<p>We specify that lane restrictions can only occur between the hours of 9:00 am and 3:30 pm though there may be extenuating circumstances that require work</p>

<p>has needed to be expanded for a LONG time now.</p> <p>PLEASE do not do any construction or block traffic during rush hours! (6-9am and 4-7 pm M-F). You have done a great job not doing work on the other parts of Walker road during rush hours, so please continue that.</p> <p>Also would like as few trees removed as possible. We need the trees.</p> <p>These two things are all I ask for! thank you, -Sandra Smith</p>	<p>outside of these hours (these are approved in advance by the County Engineer).</p> <p>As for trees, the county agrees. We like to try and retain as many as possible as it is an added project cost to remove them. During the design, we investigate the health of the tree. We also look if it would be impacted by utilities or the road project and if it could be retained without impacts to properties, etc.</p>
<p>I am wondering why there will not be a sound wall placed on Walker and 180th? The noise level is already high from traffic. What if anything is going to be done about construction noise and dust during the project? What about detours for those who walk, bike, jog east bound on Walker near the 180th area? Also is there going to be a chance to read these comments and responses and if one lives along the route how will we be able to find out what is going to happen to the Walker side of our home?</p>	<p>The County understands the noise issue, particularly with homes adjacent to the road. The county is applies its traffic noise mitigation policy when doing projects of this nature. Unfortunately, the policy does not look at mitigation for residences that were constructed after the road was classified as an arterial (late 80s).</p> <p>As for noise and dust, contract documents specified use of dust control measures during the construction. Construction noise will need to abide by the city/county noise restrictions and hours.</p> <p>And yes, all comments and responses will be posted to the project website along with a summary of the virtual open house.</p>
<p>Hello Phase 3 Team: My name is Colleen Schultz and my family owns the property at 17830 NW Walker Road. Matt Costigan is familiar with our situation here at 17830. The newest design has the sound wall stopping at our current driveway because we have no other way into the property. However, we just purchased the land between our tax lot and NW Cambray Street so we can move our driveway to Cambray (we are in the process of combing all three tax lots into one for the property we own along Cambray). Anyway, I am hoping and praying you reconsider bringing the sound wall all the way across the front of our property to Cambray Street (we are on the corner of Walker and Cambray). I believe if you take a look at the sound in front of our house - you will find it will qualify for the sound wall. Anyway, that is my comment and I sure hope you all have a very nice holiday.</p> <p>Or one more thing, do you think we can be appraised fairly soon? This property purchase has been expensive and I am just a little anxious about the money we have spent. Thank you. Colleen Schultz</p>	<p>The issue with extending the sound wall will be investigated if the current driveway access is no longer used and an alternative access is available off of Cambray.</p> <p>As was previously communicated with you, the appraisal and acquisition process should begin sometime the early part of 2021.</p>
<p>I ride my bike on Walker to and from work, and this stretch is the most terrifying. So glad to see the upgrades were thought out with bicycles in mind, and I can't wait for construction to begin! Any idea when walker road west of</p>	<p>Thanks for the comment. Unfortunately, because Walker Road west of 185th Avenue is under the jurisdiction of the City of Hillsboro, the timeframe for this segment to be improved is unknown.</p>

<p>185th will get similar improvements?</p>	
<p>I assume my land has been surveyed and you know exactly how much will be taken for road development. Is there anyway my property can be marked so I can know where my property line will be? Would like to put in tennis court if I have enough property left. I know all of you are working hard and appreciate how awesome your staff has been during this process.</p>	<p>The right-of-way acquisition process should start early part of 2021. As a property owner, you will be notified in advance by an independent appraiser to appraise the acquisition area.</p>
<p>My name is Francis Scheeland. I am the son of John Anthony Scheeland, owner of the property located at 17830 NW Walker Road. My father has dementia, and my brother, Gregory Parsons, is now his conservator. The property in question will lose all but 18 feet of driveway with the proposed changes. The market value of this property will decrease significantly if the current plan is executed. We propose that the driveway to the property be moved to NW Cambray Street, and that the sound wall runs the entire length of the north side of the property. My sister, Colleen Schultz, has submitted an identical proposal. Thank you for your consideration. Francis Scheeland</p>	<p>The project team has been in correspondence with your sister and brothers. They should be able to inform you of our earlier discussions regarding the alternative driveway access and the potential to extending the soundwall across the property's frontage.</p>
<p>I live in a neighborhood with only one outlet and it's onto Walker in the new development zone. My two primary concerns are the ability to turn left (west) onto Walker from NW 174th Terrace and road noise. First things I'd like see done is additional sound barriers installed across the new Willow Creek bridge. The road noise echo's thru the green space today, so please continue the barriers across the whole bridge. The second thing would be to LOWER THE SPEED LIMIT. Please consider lowering to 35 MPH through all of Phase 3. This will help make it safer to turn left onto Walker and to help reduce the road noise. Thank you for your consideration.</p>	<p>A traffic noise analysis was performed for this project. Because the road is being raised, to install a sound wall across the bridge would have little sound mitigation benefit and be cost-prohibitive.</p> <p>With the road being raised over the new culvert (approx. 8-ft), sight distance to the west as you exit out of 174th should be significantly improved.</p> <p>The possibility of lowering the speed limit has been discussed internally but nothing definitive has been decided</p>

END OF COMMENTS