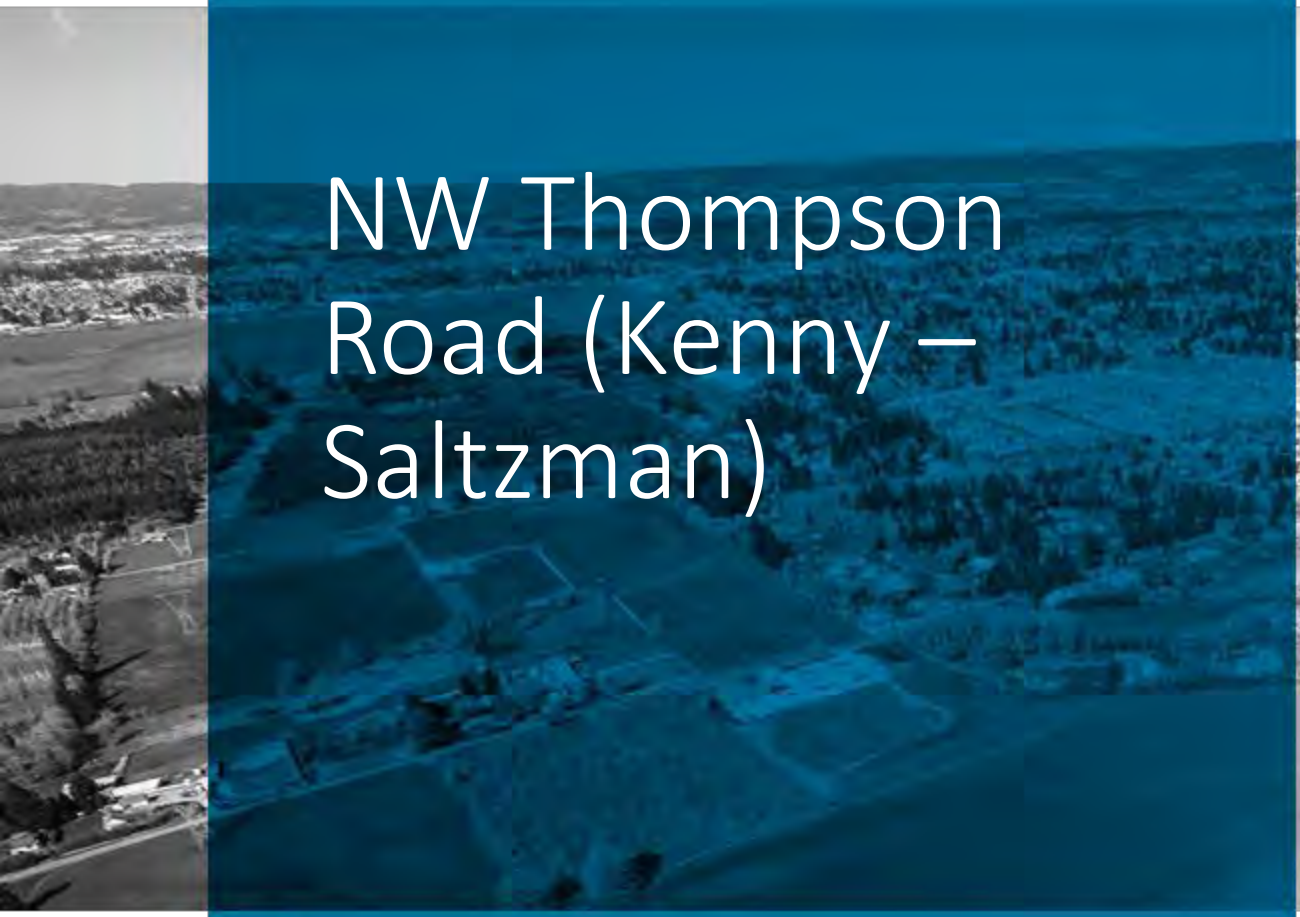
NW Thompson Road (Kenny – Saltzman)



Aug. 31, 2021

Land Use & Transportation

co.washington.or.us

Meeting overview

Review Thompson Realignment project to date

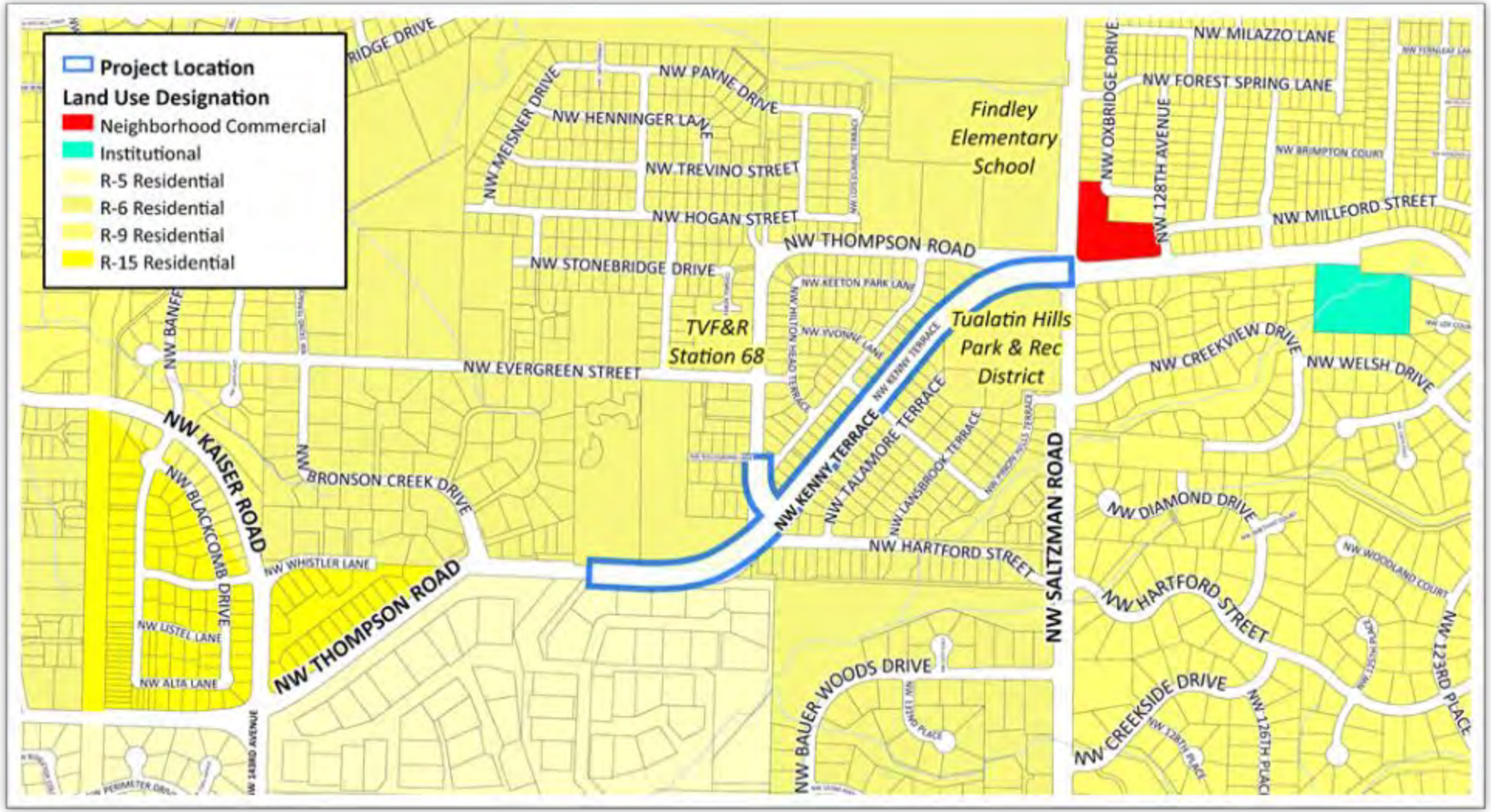
Review new information

- Arborist findings and recommendations
- Multiuse path

Q&A

Area overview

Land use


Project Location
Land Use Designation
Neighborhood Commercial
Institutional
R-5 Residential
R-6 Residential
R-9 Residential
R-15 Residential
NW MEISNER DRIVE
NW PAYNE DRIVE
NW HENNINGER LANE
NW TREVINO STREET
NW HOGAN STREET
NW STONEBRIDGE DRIVE
NW THOMPSON ROAD
Findley Elementary School
TVF&R Station 68
Tualatin Hills Park & Rec District
NW EVERGREEN STREET
NW KAISER ROAD
NW BLACKCOMB DRIVE
NW BRONSON CREEK DRIVE
NW WHISTLER LANE
NW USTEL LANE
NW ALTA LANE
NW KENNY TERRACE
NW TALAMORE TERRACE
NW LANSBROOK TERRACE
NW HARTFORD STREET
NW SALTZMAN ROAD
NW BAUER WOODS DRIVE
NW OXBRIDGE DRIVE
NW MILAZZO LANE
NW FOREST SPRING LANE
NW 128TH AVENUE
NW MILLFORD STREET
NW CREEKVIEW DRIVE
NW WELSH DRIVE
NW DIAMOND DRIVE
NW CREEKSIDE DRIVE
NW 123RD PLACE
NW 126TH PLACE

Current conditions

About the project

Thompson Road will connect to Kenny Terrace, west of Saltzman Road and north of Hartford Lane

- Three lanes (one travel lane in each direction; a center turn lane)
- On-street bicycle lanes
- Off-street multiuse path
- Stormwater drainage and street lighting improvements

Feb. 2, 2021 Board Work Session

Focused mostly on Kenny Terrace within the subdivision

Reviewed multiuse path proposal

Majority of commissioners supported multiuse path:

- Provides safer, more comfortable option for cyclists of all ages and abilities
- Supports access to future park, elementary school and neighborhood center

Public involvement

Public involvement **before** Feb. 2 Board Work Session:

- Coordination with Beaverton School District – Findley Elementary
- Coordination with Tualatin Hills Park & Recreation District
- Community Participation Organization 7 presentation – January 2020
- Online open house – May 2020
  - Comment summary:
    - Concerns with increased traffic and speed on Kenny Terrace
    - Concerns with cut-through traffic in adjacent neighborhood
    - Safe pedestrian access to school

Public involvement

Public comments **after** Feb. 2 Board Work Session:

Support for multiuse path

- Concerns about traffic volumes and speed on Kenny Terrace
- Multiuse path provides off-street bicycle facilities for less confident riders
- Multiuse path provides safer pedestrian and bike access to school, future park and neighborhood commercial center

Concerns about multiuse path

- Tree removal
- Perceived limited benefit
- Cost

Arborists' reviews

Trees on Kenny Terrace planted by developer in 2002; maintained by homeowners' association

County engaged two certified arborists to:

- Evaluate health and condition of trees
- Assess project's potential impact on trees
- Allow us to proactively address potential issues with trees

Arborists' findings

Many of the existing trees are ill-suited to the planting areas:

- Street tree species too large for planter strip (between street and sidewalk)
- Large surface roots causing sidewalk heaving; will worsen as trees mature

Concerns about long-term viability of 80 of the 93 trees behind the existing sidewalk:

- Beetle damage
- Fungal disease
- Too close together

Arborists' recommendations

Street trees in planter strip:

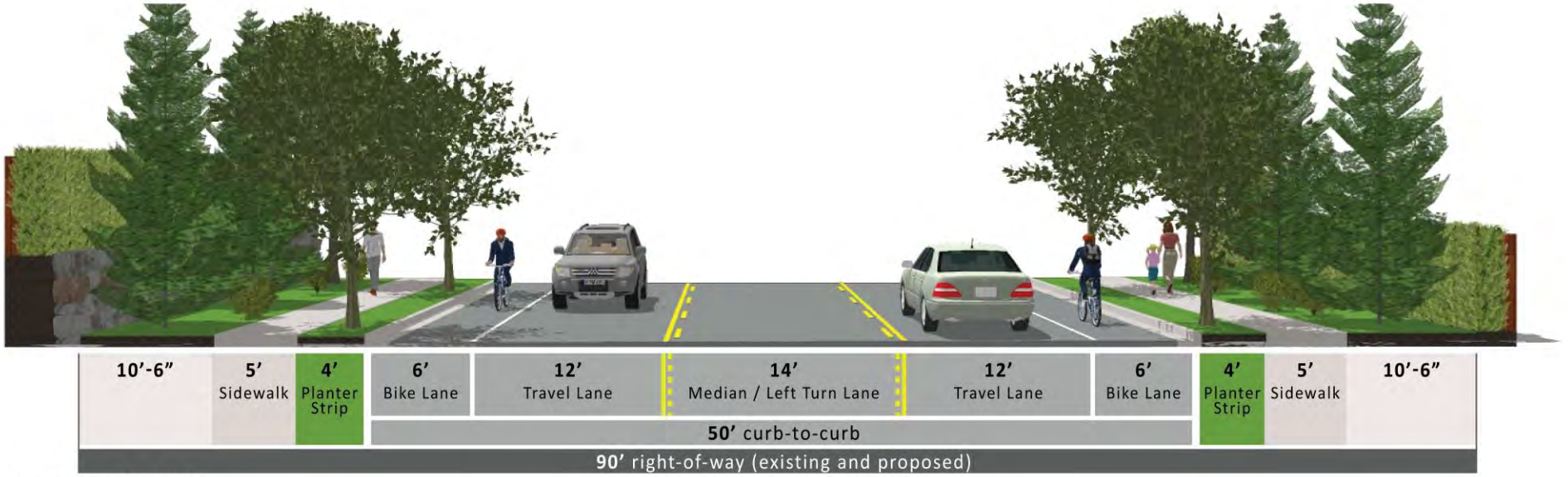
- Remove existing trees
- If a planter strip is retained, plant a smaller, more suitable species

Trees behind existing sidewalk:

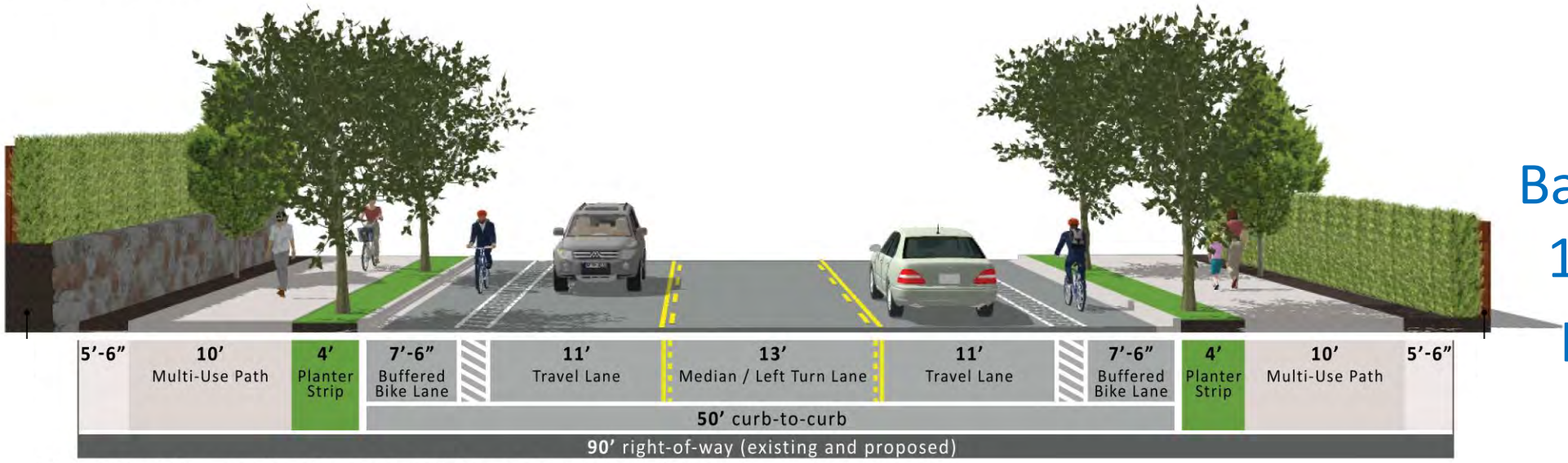
- Remove beetle- and disease-prone trees
- Thin trees to allow healthy trees to attain full maturity; reduce spread of disease
- A 9’ curb-tight path could preserve more trees; would not address viability concerns

Multiuse path

- Baseline design based on Board direction:
  10’ wide multiuse path with 4’ wide planter strip
- Alternative 1:
  10’ wide curb-tight multiuse path
- Alternative 2:
  9’ wide curb-tight multiuse path

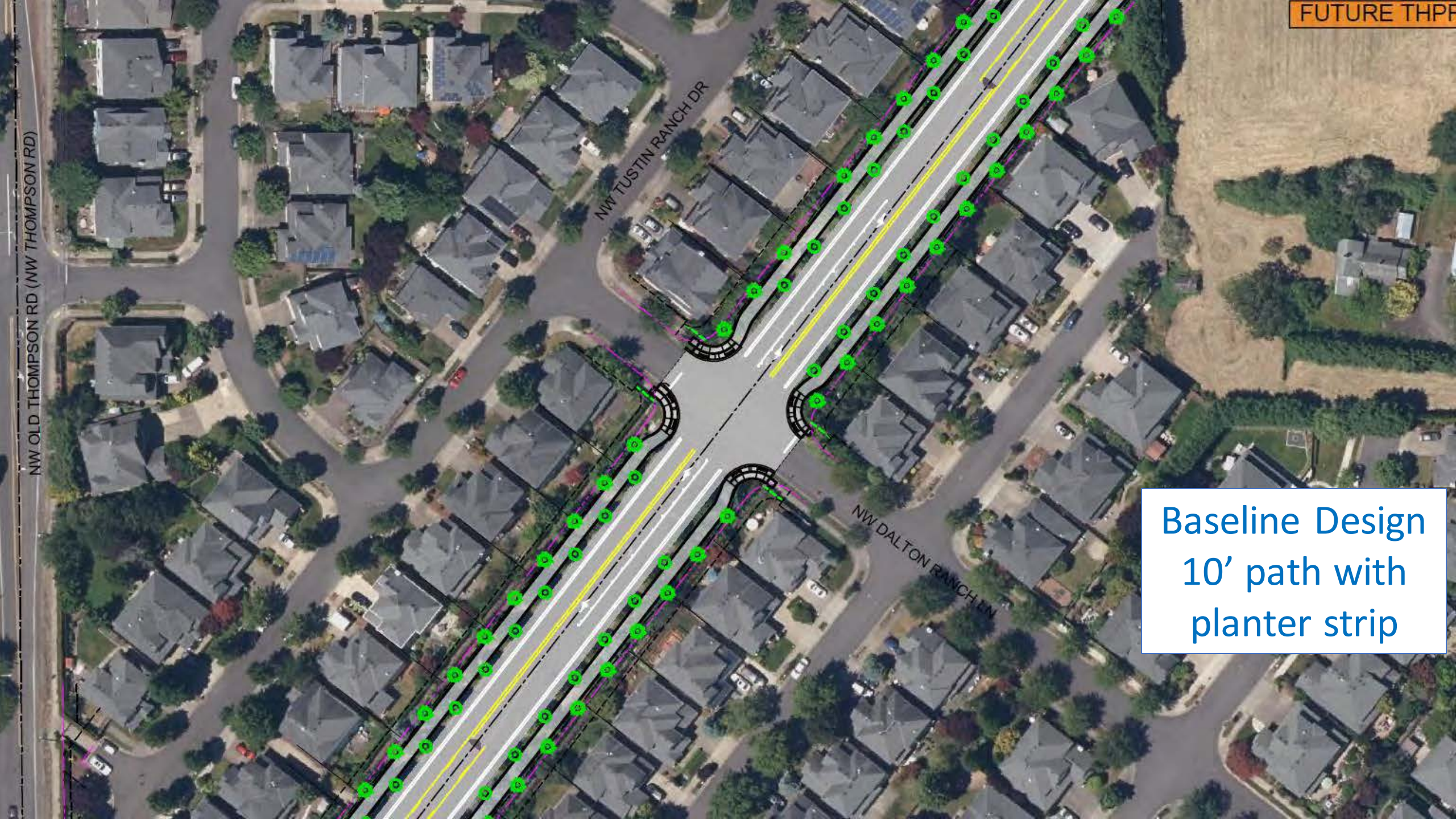


Existing Condition

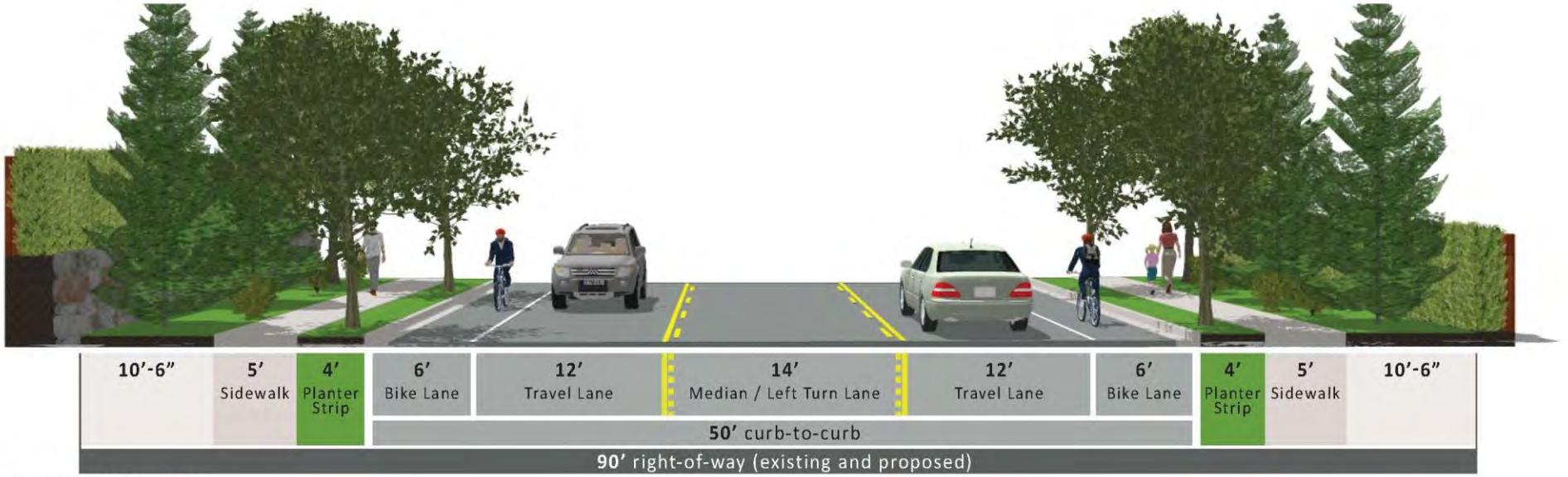


Baseline Design
10’ path with planter strip

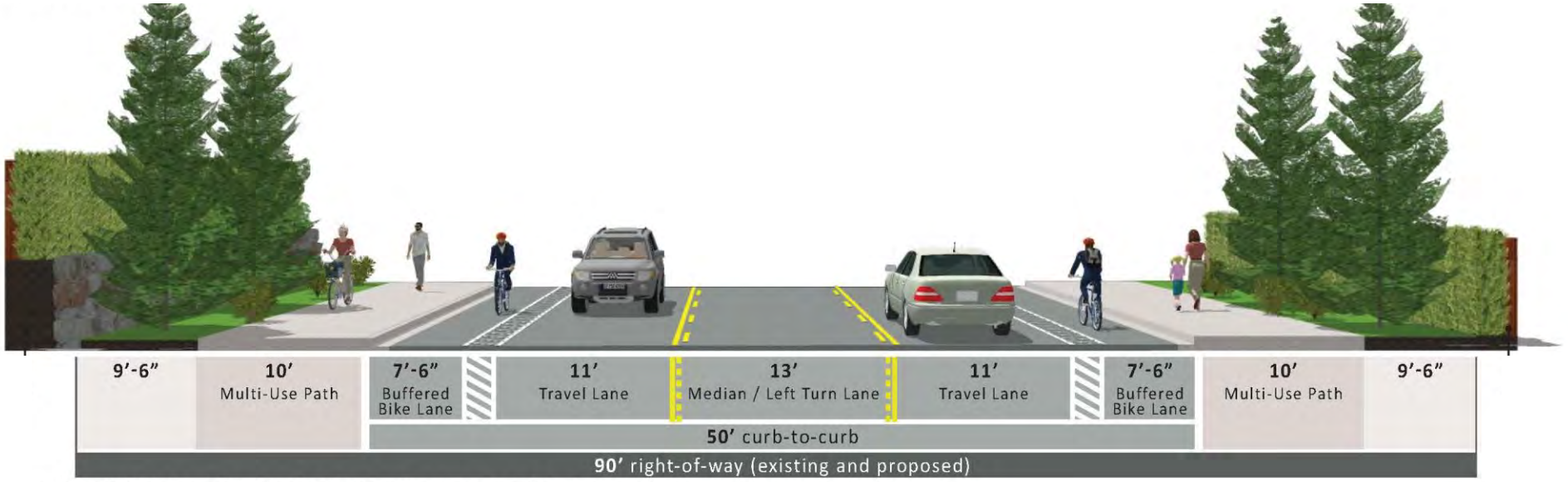
Baseline Design
10’ path with
planter strip



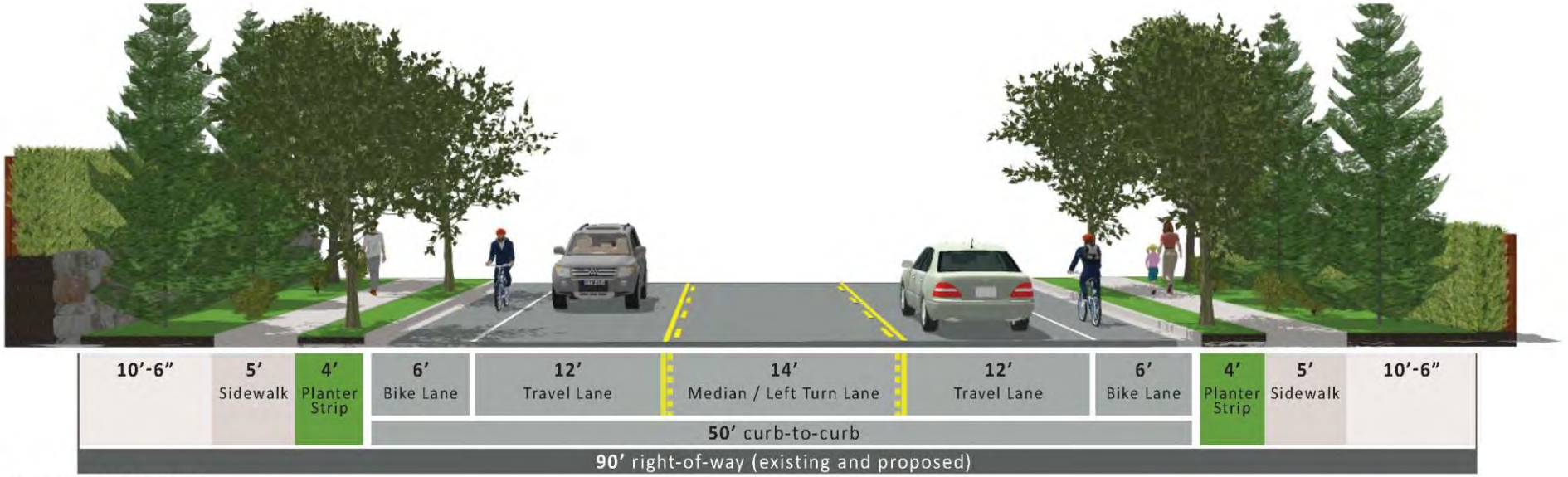
Baseline Design
10’ path with
planter strip



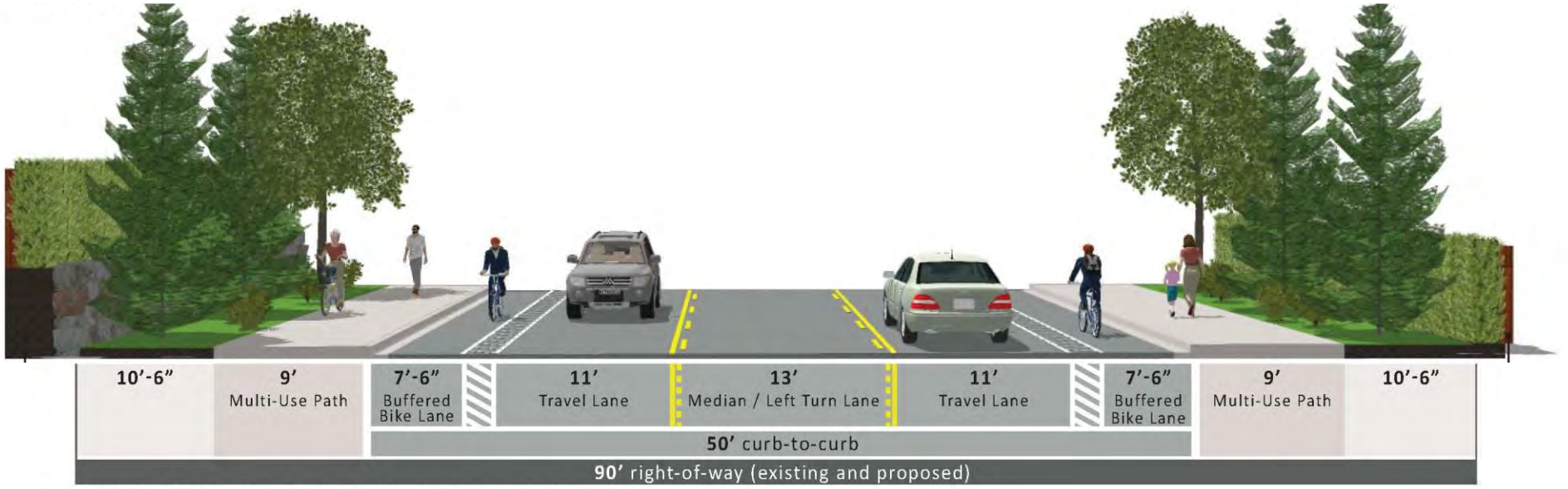
Existing Condition



Alternative 1
10’ curb-tight path



Existing Condition



Alternative 2
9’ curb-tight path


4’ planter
10’ path


8’ path
6’ planter


8’ path

	BASELINE DESIGN 10’ PATH + 4’ PLANTER STRIP	ALTERNATE 1 10’ CURB-TIGHT PATH	ALTERNATE 2 9’ CURB-TIGHT PATH
Estimated project cost	$6,560,000	$6,490,000	$6,450,000
Planter strip (between curb and existing sidewalk)	Retains planter strip physical separation and buffering between roadway and path	Eliminates planter strip; multiuse path abuts on-street bike lane	Eliminates planter strip; multiuse path abuts on-street bike lane
Street tree impacts (in the planter strip)	Same as existing condition. Removes 55 trees in planter strip; street trees to be replaced with a different species	Removes 55 trees in planter strip; no replacement (no planter strip)	Removes 55 trees in planter strip; no replacement (no planter strip)
Tree impacts behind existing sidewalk (hedges retained)	Removes 86 of 93 trees, most of which have long-term viability concerns	Removes 27 of 93 trees, most of which have long-term viability concerns	Removes 4 of 93 trees, most of which have long-term viability concerns
Paved (impervious) area	Doubles paved area vs. existing 5’ sidewalk	Doubles paved area vs. existing 5’ sidewalk	About 10% less paved area than Baseline Design or Alternate 1

Questions and answers

To ask a question:

1. Use the "raise hand function," and the facilitator will unmute you and your video, if desired.
2. Type your question in the Q&A section. Questions will be answered verbally or in writing in the Q&A section. Question(s) will not be visible to participants until responded to.

Both the audio recording and a summary of the questions and answers will be posted on the County website:

www.co.washington.or.us/thompson

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