



SW DENNEY ROAD SCHOLLS FERRY ROAD TO HIGHWAY 217

Open House Summary December 8, 2022

Washington County and the City of Beaverton held a project open house for the SW Denney Road improvement project on Thursday, December 8, 2022, from 5 to 7 pm at the Beaverton Operations Center (9600 SW Allen Blvd, Beaverton). No formal presentation was held. This was the first open house for the upcoming SW Denney Road improvement project. Members of the public were invited to stop in at any time during the event to review displays, meet the design team staff, identify what they would like to see in the project and express any concerns they may have, and to submit comments.

To inform the public and interested parties of the event, Washington County sent out approximately 850 postcards to adjacent business and property owners and the surrounding neighborhoods, which included areas of CPO 3 and Denney Whitford/Raleigh West Neighborhood NAC. Two project signs were installed at each end of the project limits and a sign announcing the open house meeting was installed below each sign. 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 website 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 this open house was to introduce the upcoming MSTIP project and to solicit feedback from the community as to what they would like to see be incorporated into the roadway improvement and to identify issues or concerns that they may have. Some of the main issues and concerns heard were:

- Loss of property, mature trees and vegetation
- Safe mid-block crossing
- No continuous bike and pedestrian facilities
- Impacts to the neighborhood from surrounding construction projects (Hwy 217 improvements, waterline project on Denney as well as Scholls Ferry, roundabout construction at Allen/92nd);
- Cut-through traffic (avoiding construction areas and using residential side streets)
- Construction trucks utilizing Denney Road as a cut-through
- Traffic noise

An informal open house format was used at the meeting, allowing the public to discuss their issues and concerns with county and city staff as well as members of the consultant design team. Attendees were encouraged to meet the design team members, ask questions, and to record their comments on the open house comment form. Approximately 40 members of the public attended the open house, which included some that chose not to sign in.

The following exhibits were available for review at the meeting:

- SW Denney Road strip map of existing conditions (to allow for better understanding of the corridor and to show various bike/ped treatments);
- SW Denney Road typical cross sections (existing, 2-lane, and 3-lane);
- SW Denney Road existing traffic volumes (2022);
- SW Denney Road future traffic volumes (2045);
- SW Denney Road Fast Fact sheet handout

Comment forms were available for those attending the open house. Twenty people submitted comments at the open house and several others were received the following week. The following is a summary of those comments received and staff's response to these comments. Please note that staff responses are based on the comment received and the response could change based on the design that is selected:

| Comment(s) | Staff Response |
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| All comments are typed verbatim and were reviewed by the project design team members. | |
| <p>Prefer sidewalks on north side of Denney Rd if only on one side. Bike lane(s) would be great. Traffic turn lane(s) not that necessary mid-point along Denney Rd stretch, except a right turn lane @ Scholls Ferry when heading east on Denney would be helpful. The traffic is always light on Denney, and I have never had a problem turning into Oakwood or Rollingwood off Denney, regardless of which direction I cam from. I rarely see bikes on Denney either but this may be because of no bike lanes or because bikes use the Fanno Creek Trail.</p> | <p>Per Beaverton's Engineering Design Manual, sidewalks are required on both sides on street improvements projects of this nature.</p> <p>Turn lanes needs will be analyzed further as design alternatives are developed</p> |
| <p>What about speed bumps? Many loud cars race or rev engines in middle of night and use as straight shot to 217. Like the idea of a sidewalk on at least one side of the street. Many pedestrians and hard to pull out onto Denney sometimes. Please help enforce no semi-trucks down the street</p> | <p>Speed bumps are not desired by emergency service responders on Collector roads, which Denney is, as it slows down response time.</p> <p>Limitations on truck traffic is an enforcement issue, but your concerns will be forwarded to the Beaverton Police for follow up.</p> |
| <p>I don't want to see the oak trees or the laurel hedge removed. But you are going to do whatever you want. I will have no privacy on the front side of my house I personally don't believe a left turn lane is a must. I've lived in one home for 40 years. Motorist will leave an opening for me to get out. That end of Denney Road with everything you want to do will negatively impact me. I look forward to future meetings</p> | <p>The design team's goal is to maximize safety for all transportation modes (vehicles, bike, ped, and transit) while minimizing impacts to adjacent properties, trees, and mature vegetation.</p> <p>Our draft traffic analysis is showing a need for a separate left/thru and right turn lanes at Scholls Ferry in the future. This study will be further analyzed as design alternatives are developed.</p> |

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| <p>Wider sidewalks on Denney, more crosswalks to cross from Oakwood Dr and Rollingwood across the street to 102nd or 103rd. Especially for kids walking to Camille Park by Whitford school</p> <p>Are we going to be able to get out of our neighborhoods?</p> <p>Speed bumps on Oakwood Dr and Rollingwood Dr neighbors.</p> <p>Thank you for putting this on to help us see what changes will be coming. We appreciate, but please consider strong some of our input.</p> <p>PS Please, please, when construction takes place, please place correct signs in the neighborhood!</p> | <p>The city’s standard for a sidewalk is six feet, though a narrower sidewalk could be installed with an approved design exception to minimize impacts. The wider a sidewalk is, the potential for more impacts to properties and mature vegetation.</p> <p>All intersections are considered legal pedestrian crossing areas though only specific ones are signed and/or striped.</p> <p>Speed bumps on Oakwood and Rollingwood is a city issue and not related to this project. Beaverton does have a Traffic Calming program that will evaluate your request (https://www.beavertonoregon.gov/805/Traffic-Calming)</p> |
| <p>Our biggest worry is the cars getting closer to our houses. More traffic, speeding. Now we have semi-trucks going down Denney Road, the speed of the traffic has increased. Children trying to cross Denney Road, trying to get to the bus, in the summer, adults and children trying to get to the park of McKay School or Whitford School.</p> <p>We wonder about the additional traffic. The traffic now is from Rollingwood Dr., my house, down Denney Rd to Scholls Ferry Rd, it’s lined up from Denney to Washington Square, or going the other way, it goes from Allen to past the Portland Golf Club.</p> <p>Another thing in question is the power lines or telephone poles – can’t these be put underground. We were told “no” when asked (not sure)</p> | <p>The project will not be adding additional capacity but improving the safety of the road for all modes of transportation (vehicles, bikes, peds, and transit users). The project is also looking to include continuous sidewalks and bike lanes along both sides of the roadway, center turn lanes and a pedestrian crossing within the project limits.</p> <p>Overhead utility lines can be placed underground, though at a significant cost. With limited project funding, these costs will need to be discussed further with representatives of Beaverton.</p> |
| <p>I like most of what this project is trying to do. My priority is sidewalks/bikes. But because Denney Rd parallels the Fanno Creek Trail more or less, it seems to me that having a multi-use path on the northside of Denney and sidewalks (only) on the south side would save some space on the roadway because there wouldn’t be a need for bike lanes? (that said, I don’t live on Denney and if you wanted to add full bike lanes/sidewalks and turn lanes, I wouldn’t complain!)</p> | <p>Beaverton road standards require continuous bike lanes and sidewalks on both sides of the road. With the Fanno Creek Trail as a viable ped/bike route, further analysis would be required as well as approval of a design exception.</p> |
| <p>Under the assumption of a one-time project put 3 lanes in now. Multi-use/separate path on north side to leave the roadbed as close to the trees as possible to save them. Reassess significant versus existing trees (blue and green circles on map). Sidewalks on both, bikes lanes on both is preferred. I could see bike commuters using Denney over Fanno Creek Trail through woods on this section since commuters are speed focused.</p> <p>250’ of storage is not needed @ Scholls. But flashing crosswalk at 103rd and where Hidden Village is needs to be considered.</p> | <p>All very good points to be included in our design alternatives. We will then need to identify the positive and negatives of each and analyze their impacts to the overall design of the roadway.</p> |

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| <p>Please preserve the native trees along Denney Way, regardless of age, especially the Oregon White Oaks and conifers.</p> <p>I realize there will be new planting after trees are cut down, but not all trees are created equal. The native oak trees are increasingly rare, but also very slow growing. Even if a young oak tree is planted after a mature one is cut down, it is unlikely that any of the neighborhood residents see it reach maturity in their lifetime. It can take up to forty years for an Oregon White Oak to produce acorns, so cutting them down would be a travesty. These oaks are absolutely vital for some of our most beloved neighborhood residents, including white breasted nuthatches that rely almost exclusively on Oregon White Oaks.</p> <p>I appreciate the need for improvements on Denney Way. My wife and I both walk the road and think it could be safer and more comfortable to walk on. However, we also moved to the neighborhood precisely for the tree cover. You have likely seen the reports regarding tree canopy loss in the Portland area as well as noted all the dying trees in the region as summer temperatures rise and droughts increase. It would be a shame to lose healthy trees that are handling the extreme conditions that climate change had brought upon them. I realize some tree will have to be cut down, but please, prioritize native plants when replanting the area, including trees, shrubs, and wildflowers. Thank you for your consideration.</p> | <p>The design team appreciates the information on the white oaks. Retaining as many healthy, mature trees, especially the oaks, maples, and conifers is one of the goals of all county and city road improvement projects and will be one of the design criteria that is utilized when design alternatives are developed.</p> <p>The design team also agrees with the statement that replacing a large diameter mature tree with a 2" caliper tree (or multiple 2" trees) is not truly equitable. Unfortunately, the removal of a mature tree is sometimes required to maintain the safety of the road for all users.</p> |
| <p>Please preserve Oregon native trees on Denney Rd, especially the Oregon White Oaks. They are irreplaceable. Also please choose native trees as street trees.</p> | <p>The design team will develop design alternatives that will try and minimize impacts to all healthy mature trees, including oaks, maples, and conifers.</p> |

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| <p>I live in the Oakwood/Rollingwood neighborhood, just north of Denney Rd. I have two elementary school age children that go to McKay Elementary. Within two years, my children will begin to go to Whitford Middle School, just south of Denney Rd. They will be walking to Whitford and need to walk across Denney Rd. Crossing Denney Rd on foot always feels dangerous. Without a crosswalk, nobody stops to allow people to cross Denney Rd. Also, cars tend to go faster than the posted speed limit there. I would like to see a dedicated crosswalk with flashing signals to help people cross Denney, especially for the children who are walking to the park and school. In my neighborhood alone, there are at least 21 elementary or soon to be elementary school age children.</p> <p>A crosswalk at SW 103rd Ave is the most central location and thus most equitable location for a crosswalk.</p> <p>In addition, with the widening of Denney Rd, it will make walking across Denney even more dangerous without a crosswalk.</p> <p>Thank you!</p> | <p>One of the items the design team heard at the open house, as well as in these comments, is the need for a pedestrian crossing somewhere mid project. A pedestrian crossing will be included in the upcoming design alternatives. The design team will also reach out to the Beaverton School District to confirm that students north of Denney as required to walk as this could guide what type of pedestrian crossing is installed and where it is located.</p> |
| <p>Plant 2 trees for every one that is removed Call me if you are actually reading this 25 mph on Denney Flashing light for children at 103rd</p> | <p>The project will need to go through the city's land use process and a Tree Plan review/approval process (BDC 40.90). Depending on the type of tree plan application required and total diameter of trees removed (in inches), a specific number of trees will be required to be planted to mitigate for tree removal to comply with these requirements.</p> <p>The posted speed limit on Denney is not being changed as part of this project. If the city desires a lower speed limit, there is a process that they will need to go through.</p> |
| <p>Crosswalk on Denney at 103rd including flashing light when pedestrians are crossing Sidewalks the full length of Denney Replace any trees being removed Bus stop benches and shelters Underground drainage (no more open ditches) Safe visibility: neighborhood roads to Denney 25 mile per hour speed limit Speed bumps pm Oakwood and Rollingwood</p> | <p>All the items you mentioned except for bus amenities, speed limit, and speed bumps, will be incorporated into the forthcoming design alternatives in various forms.</p> <p>As for bus amenities (benches and shelters), this is a Tri-Met issue and is usually based upon ridership numbers (the design team will coordinate with Tri-Met on the design of their stops).</p> <p>The posted speed limit on Denney is not being changed as part of this project. If the city desires a lower speed limit, there is a process that they will need to go through.</p> <p>Speed bumps on Oakwood and Rollingwood are not part of this project. Beaverton does have a Traffic Calming program that will evaluate your request (https://www.beavertonoregon.gov/805/Traffic-Calming)</p> |

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| <p>Crosswalk to Camille Park area at 103rd Avenue Keep culvert area on Denney clear for safe visibility for turning from Denney for drivers, pedestrians, and bikes Keep trees Increased lighting into neighborhoods (Oakwood) off Denney Rd Thank you for this opportunity to view info and discuss</p> | <p>A mid-project pedestrian crossing will be included in forthcoming design alternatives. Where exactly it will be is still being evaluated.</p> <p>Roadside culverts will be replaced with a piped (underground) storm drain system with the area at-grade potentially used for bike or pedestrian facilities. This will also improve sight distance from side streets entering onto Denney Rd.</p> <p>The project will include street lighting with dark-sky friendly fixtures</p> |
| <p>Crosswalk needed to go to park at 103rd Ave Would like to save as many trees as possible to maintain the “country-like” atmosphere (2 trees for 1) Safe visibility getting onto Denney from Oakwood Good lighting on Denney</p> | <p>A mid-project pedestrian crossing will be included in forthcoming design alternatives. Where exactly it will be is still being evaluated.</p> <p>As part of the alternatives, the design team will try to minimize impacts to all healthy mature trees, including oaks, maples, and conifers.</p> <p>The project will include street lighting with dark-sky friendly fixtures</p> |
| <p>We have lived at this address since 1974 - 48 years of walking and driving Denney Road. My most urgent plea is to preserve the wonderful trees at the corner of Rollingwood and Denney and down towards Oakwood. These beautiful sentinels have always defined ‘home’ for me and give character, distinction, and habitat to the area. I would break my heart to see them destroyed.</p> <p>In terms of use, the overwhelming majority of folks using the sidewalks are neighborhood residents walking their dogs – cyclists are quite rare. People like to cross over to Camille Park (behind Whitford) or to walk down Denney to pick up the Fanno Creek Trail and go home via Scholls, or vice-versa. Due to the mix of use, shared lanes that preserved the trees would be optimal.</p> <p>Thank you for considering the public view.</p> <p>One more thing – I’ve never had trouble entering or exiting Rollingwood to Denney: not going to work or returning, or errands on weekends. The majority of traffic has always been neighborhood residents and there is no problem w/ access due to Denney traffic.</p> | <p>As part of the alternatives, the design team will try to minimize impacts to all healthy mature trees, including oaks, maples, and conifers. Unfortunately, the safety of the roadway for all users must take precedence over mature vegetation.</p> <p>Continuous bike and pedestrian facilities will be constructed as part of this project. What exactly these facilities will look like is still being evaluated and will be presented at a future open house.</p> |

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| <p>I am pleading my case for my home “9780” right on Denney Rd. I have a flag lot with 2 adult care homes. The house on Denney Rd, I added an expensive poly fence, bark dust, and more asphalt for nice parking spots for my care homes. I don’t mind adding a walking and bike path, but I would prefer it if they wouldn’t encroach too much on my property which includes the poly fence, bark dust and asphalt.</p> <p>From my house heading east to Scholls Ferry Rd, the area gets tight on both sides of Denney, so my prayer would be to minimize what you take of my property.</p> | <p>When this property was developed, it was required to dedicate a certain portion to right-of-way. Whether all of the previously dedicated right-of-way will be needed for the road improvements is unknown at this time and will depend on the design alternative that is ultimately selected to take into final design. We will continue to work with property owners to assess impact to their property.</p> <p>Once a design alternative is selected, all property owners will be notified prior to the start of construction to remove or relocate any personal improvements (i.e., the poly fence) that they wish to keep. Personal property left within the right-of-way becomes the property of the contractor and is usually disposed of.</p> |
| <p>Please be aware that my home and a number of surrounding homes are historic mid-century modern homes built by Bob Rummer in the 1960s. There are only around 750 of these homes in the Portland metro area and they are highly desirable and typical go at premium prices. They are an irreplaceable part of Portland history and architecture. Please keep this in mind when considering improvements that may impact these homes. Thank you!</p> | <p>Thank you for the information. This will be important when developing the design alternatives near SW 105th Avenue.</p> |
| <p>As a bike rider, I like bike lanes better than cycle tracks, and much more than shared paths.</p> <p>I am comfortable on the roads w/ traffic. I don’t like riding w/ pedestrians nearby, they are unpredictable, and dogs on leashes.</p> <p>Re: Denney, I come down the path on the northside of Denney. After 217, I usually take 105th to Cynthia if I want to go south on Scholls Ferry or the Fanno Creek Trail if I want to go north (I am looking forward to trying the new roundabout connection from Scholls Ferry to 96th Ave.)</p> | <p>Thanks for the input. A couple of us on the design team are also cyclists and understand the concerns mixing with pedestrians and dogs on leashes. Hopefully a acceptable design will eliminate this potential conflict for the more hardened cyclists.</p> |

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| <ol style="list-style-type: none"> 1. Average daily traffic volumes listed as 7,800/day was the beginning of the ODOT 217 project. That’s when the traffic in the area increased. Unfair count of vehicles/day. Traffic was not that heavy prior to 217 project. 2. Currently ODOT , City of Beaverton, Washington County, Willamette Water project, PBOT – none have been coordinating these improvement projects (I have to say I appreciate tonight’s meeting and Beaverton City (Mark) and Washington County’s representative here to answer our concerns. Would appreciate these entities coordinating. 3. With regular traffic, turn lanes aren’t really needed. 4. There is already a turn lane into the manufactured housing community. 5. Design speed 35 mph – for safety couldn’t it stay 30mph? Side streets are 25 mph - would love to have speed bumps on Cynthia for safety and slower traffic. 6. No thru traffic for trucks on Cynthia – 100th Terrace and other to bypass Denney-Scholls Ferry intersection. When Willamette Water project shut down Denney, trucks (semis with full loads included_ were directed down Cynthia. Street can’t handle that type of traffic and we actually had a semi pull down 99th Place and get stuck on our small street – they had to call for someone to back them out). Big safety issue. 7. Concern of neighbors losing parts of their yards for right of way. Also would like to see mature trees to stay in place. 8. Design with future development – we’d appreciate continuing residential/mixed use as is. 9. ODOT is in control of 217-Denney ramp/Allen ramp project – would like to see this Denney Road project coordinated with that. Mtgs w/ ODOT and feedback regarding with residents. 10. Consider senior discounts on prop taxes – especially for all improvements! | <p>Lots of comments, we are replying in order:</p> <ol style="list-style-type: none"> 1. Traffic numbers prior to the 217 improvements, as well as pre-pandemic, were analyzed and current counts were adjusted to reflect these numbers 2. This project’s design team is fully aware of the various construction projects occurring in the area. The design team even delayed hosting this open house meeting so as not to affect the WWSP’s water project and Denney/Scholls Ferry closure. The roundabout (Allen/92nd) is a city project designed bandy our design consultant (HHPR) and being managed by this project’s city representative (Mark). And while the 217 project may affect traffic on Denney during the course of construction, ultimately it should not impact the proposed improvements or project timeline. 3. A couple of turn lanes are shown to be warranted, especially at Scholls Ferry and at 105th. 4. Correct, but the road immediately tapers as it goes east. A future left turn lane is also warranted for WB Denney to SB 105th, which would be opposite the turn lane into the manufactured housing community 5. Design speed is different than posted speed. The posted speed of 30 mph is not being changed as part of this project 6. Through truck traffic on residential streets are not allowed. A request of “No Thru Trucks” restriction on Cynthia would need be made to the city for review 7. This is one of the design team’s goal - to minimize impacts to properties and mature trees 8. This project is not changing the area’s zoning and planning designations 9. The design team is aware of the 217 improvements but have not had direct communications regarding their design or construction. It is the design team’s belief that the 217-Allen/Denney interchange should not have an impact on this project 10. I would agree with this, but the likelihood of this occurring is highly unlikely. You should reach out to your county commissioner and discuss. |
| <p>My concern is the parking lot in front of the apartment complex. How are you going to add a left turn lane, sidewalk, and a bike path? I am a handicapped senior who really must have close by parking. There is no other parking near the complex. Is this project going to take away the already limited parking in the area?</p> | <p>This is the challenge the design team needs to “think outside the box” on; how to install all these amenities with minimal impacts to the parking areas as well as mature vegetation across the street.</p> |

Denney Road from Highway 217 to Scholls Ferry is very much a residential lined road. In living on the road for the past 9 years, I can say that traffic has stayed relatively constant. I do not find myself waiting behind cars for turns at any time of the day. Traffic gets a little bad around 5PM at the Scholls Ferry interchange, but only really backs up in the event of cars getting off Highway 217 because of some issue. I strongly believe you need to communicate with ODOT on what they are doing with the current 217 construction. With south bound exists being replaced by a frontage road for the Allen and Denney, this certainly have some impact on traffic. Will it be less or more? When talking with representatives at the meeting the knowledge of the 217 and its impact on Denney was lacking. I do not believe the disruption and loss of property by owners on Denney should be minimized. For example, only doing turn lanes right at 217 and Scholls Ferry instead of the entire length; have bike lanes both sides; but only one side have a sidewalk the length of Denney. The north side of the street has the most sidewalks already in place and most of the multi-person dwellings that create the majority of the pedestrian are on the north side. Creating a more traffic friendly, wider road will only encourage more and faster traffic on Denney. I would expect the speed and accidents to increase because of the changes. I see the need for changes and improvements, but not drastic ones. The biggest issue with the road that I see is the intersection with Scholls Ferry. Visibility and making the turns for larger vehicles is very difficult because of the angle the Denney intersects with Scholls. Unfortunately, the probably means taking out the parking and part of the apartments on the corner to rectify. Thank you for your time.

From a traffic standpoint, volumes would not change drastically as those wishing to access Denney Road via the Hwy 217/Allen/Denney interchange will still be able to access Denney but in a safer environment since the new interchange will eliminate the current crossover movements between vehicles entering and existing the highway in such a short distance (an example of what this will look like is the Hwy 26/Bethany/Cornell interchange).

Beaverton road standards require continuous bike lanes and sidewalks on both sides of the road. With the Fanno Creek Trail as a viable ped/bike route, further analysis would be required as well as approval of a design exception to eliminate a sidewalk and or bike facility along one side of the road.

The apartment and its parking do create a design challenge and will need to think creatively to come up with a solution to install all these amenities (turn lanes, sidewalks, bike lanes) with minimal impacts.

I got a postcard about the design of Denney Road and wanted to give my input! Mostly about lighting!
I live on Rollingwood DR and drive as my main source of commuting (although I currently work from home most of the time).
As someone who loves to walk, I love the pathway away from the street, with a green strip and mature trees between the pathway and the traffic. I wish this separated path continued to Scholls Ferry. The area between Rollingwood and Scholls Ferry on the North side of Denney could use extra consideration for pedestrians since many people walk on the road here. I have experienced being both the pedestrian and the driver navigating this situation; it has much room for improvement.
As a driver turning left onto Oakwood or Rollingwood from Denney, it is sometimes very difficult to see pedestrians or anyone who is on the pathway at night or early in the morning because the streetlights are placed in a manner that makes it difficult to see pedestrians or anyone on the path - the lights aren't placed at intersections.
If I had to, I would choose improved visibility using light design and improving the pedestrian pathway over adding car lanes. I hope the design considers the safety and experience of pedestrians and public transit above car traffic.
Thank you for considering my opinion!

The road will receive consistent lighting throughout the corridor with dark-sky friendly street lighting.

It is still undecided what type of pedestrian and bicycle facilities will be installed, but it will for the entire length of the project. Impacts on right-of-way, mature trees and vegetation will need to be considered as part of the overall project design.

END OF COMMENTS