



Walker Road/Murray Boulevard Intersection Improvements

Open House Summary May 30, 2018

Washington County hosted a combined open house for the Walker Road/Murray Boulevard intersection improvements and Walker Road – Phase 2, from Schendel Avenue to Butner Road at Holy Trinity Parish’s Fireside Room (13715 SW Walker Road) from 5:00 to 7:00 p.m. This was the second open house for the intersection improvement project and the first for Walker Road – Phase 2 (though earlier open houses were held for this segment of Walker Road before it was split into two phases). No formal presentation was held. Members of the public were invited to stop by to review displays, meet the project design team, ask questions and submit comments about the project to the project team.

To inform the public and interested parties of the event, Washington County sent approximately 8,500 flyers to the surrounding neighborhoods, which included area CPOs 1 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 northwest and southeast corners of the Walker/Murray intersection. An e-newsletter was sent out to project subscribers. The County’s 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.

The purpose of this open house was to present the refined designs for both projects (approximately 90%). An informal open house format was used at the meeting, allowing the public to discuss the project designs with project team members. Eight members from the various design teams (four from Kittelson, two from WHPacific and two from David Evans and Assc.) and several additional staff from Washington County were available to answer questions. Approximately 90 people attended the open house. Attendees were encouraged to meet the project team members, ask questions and to record their comments on a comment form.

The following exhibits were on display at the meeting:

- 90% design plan for Walker/Murray intersection (both Walker and Murray had their own strip map)
- 90% design plan for Walker – Phase 2 (including improvements to 158th Avenue)
- Typical roadway cross sections for both Walker Road and Murray Boulevard
- Map showing current and future County road projects planned in the Walker Road area
- Project schedule with proposed timelines for each project
- Traffic volumes (existing and forecasted) for both Walker Road and Walker/Murray intersection
- Right-of-Way process board

Open House Summary (cont'd)

Handouts:

- Comment forms
- Project Fact Sheets for both Walker Road and the Walker/Murray intersection
- *Moving Because of Highway or Public Projects* brochure
- *Acquiring Lands for Highway and Other Public Projects* brochure

Because two projects were being presented at the open house, the comments received for both projects are contained herein and have not been separated by projects. The following are the comments received and design team responses to them:

Comment(s)
<p>Please make bus transit in this area a real viable option for people who live & work here. That would mean every 15 min/7days/week. For a person with no car, it's a mile and half trip to the nearest MAX stop if they live north of Nike, so a bus connection to MAX would be a more equitable direction.</p>
<p>Can you please put up signs to routes that are more bike-friendly? At the intersection of Walker & Murray would be a good placement (ex. "This way to SW Park Way & Sunset Transit Center").</p>
<p>Can walk signals at the intersections always be on so a person doesn't have to sprint only to not press the big button in time?</p>
<p>I'd love to see a policy shift that adds bus service first, than builds bike transportation & sidewalks in then takes a second look to see if the car congestion is going away on its own.</p>
<p>Bicycle are vehicles of transportation as well as fun Thanks!</p>
<ul style="list-style-type: none"> • Please <u>do not</u> put in designated right turn lanes because these endanger people on bike when cars are up to speed on these roads (45mph) • Please add TriMet bus service (every 15 min., 7 days/week here first) • Please bring active infrastructure IN, rather than extend Walker Rd out. Widening won't be needed if people can safely cycle to work via Butner, SW Park Way, Walker Rd east of Cedar Hills etc. • I'm a County resident & use a bicycle for transportation. I'd like my MSTIP contributions to go to biking and not adding lanes for cars
<ul style="list-style-type: none"> • Will the temporary light at Greystone and Walker be removed? • Traffic already backs up from Greystone to 150th in the morning due to NIKE traffic trying to turn left from Walker to Greystone. During construction, what specifically will be done to ensure that this traffic does not continue to do this and ensure that traffic trying to exit 150th can actually get on to Walker? • Will the light at Walker and 150th be re-timed to allow: <ul style="list-style-type: none"> ○ A) more cars through (NIKE traffic on 150th is causing lines and backups) and ○ B) have cars existing 150th to have their own dedicated green before (or after) cars exiting NIKE to have their own dedicated green? At

<p>present, both directions have to yield to oncoming traffic and both end up yielding IN the intersection - blocking it.</p> <ul style="list-style-type: none"> NIKE traffic is already using 150th, Meadow and Pioneer as their personal bypass to avoid the Murray Intersection. This will only get worse with the construction at the Murray intersection. What specifically is the County going to do to keep Nike traffic out of the neighborhoods? They are already speeding and the "you are speeding" signs don't do much to slow them, They also frequently do not stop from school buses. There are few sidewalks. All of that puts residents and pedestrians and kids waiting for their bus at risk, and it is just only been getting worse.
<p>How will the increase in hardscape affect the Cedar Mill Creek flooding situation? Why isn't the Murray SB to Jenkins WB right turn lane included?</p>
<p>I am interested in the future project – Park Way east to 217. I would be open to being on an advisory committee (or such) as community member.</p>
<p>Our home in Furlong Park, near Walker Rd, has been terribly impacted by the traffic caused by the opening of the barriers that once separated us from the homes farther south of us (it was then 2 or 3 mobile home parks before development of 45th central etc.). Now we have "cut-through" cars avoiding stops on Murray both at Walker Rd & Jenkins. We also have NO SIDEWALKS so walking & running is very dangerous. We need traffic speed bumps on Furlong Way, Derby St & 139th going east, plus more stop signs at several corners. Especially need a 4-way stop at 139th & Derby St as cars come careening in from Walker and continue on into Furlong Way or Derby St.</p>
<p>Extreme disruption of neighborhood by traffic:</p> <ol style="list-style-type: none"> backups at Black Rock Coffee at 150th & Walker blocking intersection, preventing access for emergency response speeding through residential neighborhoods during commute and school hours on Butner/Downing, Meadow Dr , Pioneer Rd, and 150th Ave disregard of stop signs
<p>We worry about our driveway being so close to the proposed intersection at 139th & Walker - getting in & out our driveway w/ backed up traffic. Having a traffic light in the corner of our driveway & more foot traffic alongside a proposed sidewalk, building a retaining wall from traffic light along house?</p>
<p>There should be red-light cams on the intersection of Murray/Walker. I drive on this intersection frequently & see many vehicles running red lights. I have seen a sheriff stop one vehicle only once in all the time I have lived nearby (6 years). I like the five-lane road on Walker Rd because Walker often goes back & forth between 3 & 5 lanes. Many drivers don't like the constant merging & de-merging and frequently jockey to attempt to get ahead of the others who are more patient. I understand that zipper merging is legal, but other drivers may not see it that way. I remember when Murray Rd was a two-lane road back in the 1980s. I would like to be able to walk on Walker without having to worry about the deep culverts. Many drivers use Downing St & Meadow Rd as shortcuts. This endangers middle-school students who may be walking to and from school on Downing. Butner needs sidewalks on both sides from Walker to Downing to allow children and adults to walk safely without having to dodge vehicles. Deep culverts need to be covered by sidewalks.</p>
<p>Getting traffic along Murray southbound is our biggest concern (during morning hours). To avoid Murray & Walker, traffic cuts through neighborhoods, especially Pioneer to 150th and Butner to Meadow, both ending at Walker. Traffic goes too fast where children walk, with limited sidewalks. Please make Meadow & Pioneer a 4 way stop and put radar checking signs to point out to drivers their speed relative to speed limits. Maybe a sheriff on a motorcycle to ticket speeders more often would help too. Speed bumps or stop signs might be another possibility. <i>(includes sketch for speed bumps locations on Pioneer)</i></p>
<p>Huge numbers of people exit Sunset Hwy and go onto Pioneer, travel west to 150th then south to Walker, speeding all the way. Please seriously consider speed bumps to force people to travel 25 mph which would be wonderful!</p>
<p>Please consider speed display signs between Park Way & Cedar Hills Blvd once construction starts. Most people delayed by road construction will increase their speed once they pass the construction zone to make up lost time.</p>
<p>Alternate routes - What is the best way to go to avoid slow traffic? Better communication - use signs on really bad days.</p>
<p>Thank you for the open house!</p> <ol style="list-style-type: none"> Sidewalks needed along Park Way feeding into traffic lighted intersection at Walker & Park Way. There is a TriMet bus stop on both sides and when I ride the bus I find that it is very unsafe getting on and off due to traffic. It would be very unsafe for children trying to walk to the traffic signal with no sidewalks. There are also parked cars along the curb and cars drive too fast along Park Way to be able to see children walking in the street. Sound barrier will be needed to protect residential area from noise pollution. I live near Walker & Park Way and since the houses have been demolished I have noticed a marked increase in noise that makes it unbearable to sit on our backyard.
<p>It looks well thought out and will improve traffic flow at Far Vista Dr. & Walker Rd.</p>

I'm glad to see these projects progressing, please get them done sooner than later!
LOVE the light at Park & Walker. So needed and will greatly improve safety in area. Good job managing impacts to homes along Walker.
Really excited to see project come to life!
I had a question RE: Future access to Walker via my driveway and Matt Costigan answered my question and explained process.
I would like to see much more consideration given to traffic calming and noise abatement procedures in the residential neighborhoods bisected by Walker Road. A 5-lane Walker will divide the neighborhood and increase noise, and cause traffic's average speed to increase. Please give this a lot of thought.
<ul style="list-style-type: none"> • County stds for lane widths are too wide, exceed Beaverton City stds - wasteful of land and \$ - longer pedestrian crossings • Walker is not a major truck route - generous center turn lanes are not needed • 173rd to 185th is all residential - think parkway not highway. Narrow needed • Channelized right turns at Murray-Walker are unnecessary, expensive and disadvantageous to pedestrians.
Walker Rd/Park Way intersection - where Park Way dumps onto Walker Rd needs to be 3 lanes, not 2. Park Way has too much traffic from residences, school buses, TriMet, Holy Trinity Church & Beaverton Four Square Church (rear property exit). Plus it's used as a shortcut Cedar Hills Recreation Center, Commonwealth Lake for soccer, fishing, biking etc. The south bound lane of Park Way at that intersection is already being used as a double lane. Add continuous striping on Park Way where it rounds the corner w/Devonshire Dr. Add left turn permitted w/o stopping where Park Way turns left before it intersects w Devonshire Dr. SEE drawing on comment form
Why can't you deconstruct the houses you have to tear down instead of bulldozing them? You have the time, please consider reclaiming/saving as much material as you can & waste less. Rebuilding center has de-cost crews. Please save as many trees as you can.
Please no construction during rush hours - 6 - 8 am and after 4:30 pm, M-F. I really appreciated no construction when you widened Walker 158th-173rd last year. I hope you can do the same in the future with the new phases, so all of us can get to work on time!
Well presented - Information people excellent. All the increased traffic still compressed between Murray and Cedar Hills Blvd and Hwy 217.
After contemplating the proposed information from the recent open house and envisioning the main Walker/Murray Intersection over the weeks following, my partner and I would like to highlight some of our concerns as both residents of the immediate area, employees of Nike, Inc., and vulnerable road users:
<p>Our concerns can begin to be listed, in brief, below:</p> <ol style="list-style-type: none"> 1. What additional improvements will protect cyclists and pedestrians from motor vehicles as road widening creates both real and perceived speed increases? <ol style="list-style-type: none"> a. Limitations of road paint b. Implementation of physical barriers (i.e. bollards, pork chop) 2. How does the County plan to assist in construction fallout on local streets (i.e. Butner Rd, Linda Ln, Downing St, and Meadow Dr.) considering middle school safety and effectively diverting some inherent "short-cut" traffic? 3. As northbound (PM) and southbound (AM) bicycle commuters through the aforementioned intersection, how will proposed improvements ensure accurate and efficient sensing of vulnerable road users, especially when utilizing left turn lanes and/or "Copenhagen Lefts" within standard bicycle lanes? 4. Many bicycle commuters from Portland will encounter this proposed project from SW 139th/Park Way – how does the plan propose to identify and improve this currently dangerous interaction point in relation to proposed lane increases and traffic volumes increasing?
Overall, as frequent vulnerable and non-vulnerable users of roadways in both projects, we left the open house in positive spirits and in an educated manner. We would like to express our thanks to all involved and hope that our unique perspectives can be utilized to bolster the effectiveness of this

substantial level of investment and work

Our main concerns lie with all users benefiting from improvements in facilities and infrastructure while fostering safety throughout. Being cognizant that this open house occurred early in the process of the longer plan schedule, we hope to aid in the recruiting our other residential and workplace constituents in order to aid the County in this process.

We hope to hear responses to our outlines concerns and continuing dialogue in improving the infrastructure and mobility in our city and county.

END OF COMMENTS