



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

Open House Summary August 8, 2018

Washington County held an open house for the NW Walker Road improvement project on Wednesday, August 8, 2018 from 5 to 7 pm at Portland Community College's Willow Creek Campus Great Room (241 SW Edgeway Drive, Hillsboro). No formal presentation was held. This was the first open house for the upcoming NW Walker Road improvement project. Members of the public were invited to stop in at any time during the event to review displays, meet the project team staff, ask questions, inform staff of issues, and to submit comments.

To inform the public and interested parties of the event, Washington County sent out approximately 4,900 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 this open house was to present the proposed design for NW Walker Road project to the public and to identify issues and concerns from area residents. An informal open house format was used at the meeting, allowing the members public to discuss the aspects of the design with members of the project design team. Five members of the project team and several additional staff from Washington County were available to answer questions. Approximately 55 members of the general public attended the open house. Attendees were encouraged to meet the project team members, ask questions, and to record their comments on the open house comment form.

The following exhibits were available for review at the meeting:

- NW Walker Road proposed design strip map with proposed sound wall locations, including the proposed 5-lane cross section and road profile;
- Proposed wall treatments examples of a sound wall and a retaining wall;
- Traffic volumes (existing – 2017 and forecasted – 2035);
- Right-of-Way acquisition process flow chart

Handouts:

- "Fast Fact" sheet
- Comment forms
- Moving Because of Highway or Public Projects brochure
- Acquiring Lands for Highway and Other Public Projects brochure

Open House Summary (cont'd)

Comment forms were available for those attending the open house. Nine (9) people submitted written comments and several emailed comments were received following the meeting for those unable to attend. The following is a summary of comments received at the open house and staff responses:

Comment(s)	Staff Response
All comments are typed verbatim and were reviewed by the project team	
<p>We need to know more, ASAP, about expected increases in the following forms of pollution and their expected increases: air (increased toxins), noise, light.</p> <p>Many of us along the roadside won't be getting soundwalls which will have a massive impact on perceived loudness of the traffic, possibly making our homes unbearable during certain times of day.</p> <p>My house will be exposed particularly to more oncoming traffic with no proposed safety barriers to protect our homes from a collision.</p> <p>Fundamentally I am being asked to shoulder an unfair amount of this burden with increased noise, air, light pollution, possible decrease in safety (physical, errant vehicles) and an almost certain decrease in home value, all in exchange for a wider road.</p> <p>At a minimum I ask for a soundwall along the 178th/Walker sides of my home for sound mitigation and safety, and I would like the county to investigate ways to decrease the effects of light and air pollution on my property.</p>	<p>We are finalizing both the noise report and air quality memo. Once these reports are finalized, they will be posted to the project website.</p> <p>As has been stated, noise walls are not considered for residential developments constructed after arterial road classification designation. Walker Road was designated an arterial in 1988 and the homes in your particular subdivision were constructed in the mid-1990s. While your property alone would qualify for noise mitigation, those properties to your property's east do not. To install a sound wall on your property alone would not have any noise reduction benefit and would not be cost effective. Noise mitigation and sound walls are still being evaluated and will be refined as the road design progresses.</p>
<p>Concerned that there are not sound walls being put in on the NW side of street. The road noise is very significant as the road is now 2+ lanes, this will significantly increase when the road is 4+lanes. Already our property value suffers from backing Walker Rd, the potential for a more significant financial impact is probable and most likely possible.</p> <p>This project will provide a significant benefit to the community but the residents are being asked to absorb the burden and possible detriment to our property and living conditions. We are concerned about stop light as the houses will be affected by increased pollution, the lights shining into our homes especially at night and the traffic noise and increased potential for traffic accidents ie: running lights, etc.</p> <p>We want to be supportive of neighborhood improvements that benefit the good of the order but we need some concessions as the impact will be great</p>	<p>Noise mitigation is not considered for residential developments constructed after arterial road classification designation. Walker Road was designated an arterial in 1988. Usually developments that are constructed adjacent to arterials are required to incorporate some type of sound mitigation measures, such as sound walls or additional building installation, into their design.</p> <p>Noise mitigation and sound walls are still being evaluated and will be refined as the road design progresses.</p>

<p>for those living on this route. Goals: We are respectfully requesting a re-evaluation of the noise impact. We understand the counties stance on the developer needing to put in a sound wall but that was years ago and it feels short-sighted for the county to take this stance all these years later. Our focus & request is that a soundwall be installed from 173rd to 178th avenues.</p>	
<p>1. Need to raise dip to creek more than 10 feet so we have adequate sight line to leave 174th on Walker 2. Restore proper left turn lane from Walker to 174th terrace. 3. Serious concerns about ability to turn left off of 174th after two lanes both directions. Currently backs up to 180th on regular basis. Almost impossible to get out (left) now.</p>	<p>The road profile will be raised roughly 7-8 feet which will significantly improve sight distance for vehicles exiting 174th Avenue.</p> <p>Unfortunately, there is not enough room to restore the left turn lane into 174th Avenue because of the required storage length needed at 173rd (this left turn lane takes priority over the 174th turn lane).</p>
<p>Thank you for the narrower lane widths. Trees should be positioned to shade the sidewalks. Design for a speed below 45. A pedestrian was killed crossing Walker at 180th back in 2005 or 2006. Street lighting should be emphasized at this intersection because of the WB vertical curve. Many people moving EB from 185th turn N onto 183rd then U-turn to back track to the Chevron. Can you put up a sign saying "U-turn permitted" to spare the people on 183rd? I prefer no sound walls. Much more important to have trees shading the sidewalks. Can you underground the utilities along this section?</p>	<p>Lane widths more closely match City of Beaverton standards</p> <p>A lower design speed is being evaluated and a 35mph speed limit is being proposed; however, speed limits are ultimately set by the state. Walker Rd. on either side of this segment is posted 45mph.</p> <p>Street lighting will meet County road standards</p> <p>The project team will discuss the U-turn with County's Traffic Engineering division.</p> <p>Our goal is to have both street trees and a sound wall where it meets the County's noise mitigation requirements.</p> <p>Within County right-of-way, utilities relocate at their own expense. Because it is less expensive for utilities to relocate overhead, this is the path that is usually chosen.</p>
<p>Thank you for the meeting. The representatives were very well informed and helpful. I wish there would have been a slide presentation in addition to the diagrams. I am happy about the proposed traffic lights at Cambay intersection which is currently very dangerous. And flattening of the hill.</p>	<p>Thanks for attending and thanks for your feedback</p>
<p>Traffic patterns have changed with the previous phase @ Walker & 170/173rd. When we try to pull out of 174th:</p> <ul style="list-style-type: none"> • Traffic from 185th is going too fast for conditions. Difficult to pull out as they can't see us & we can't see them. • When we are coming from 170/173rd to take a left turn into 174th, traffic from 185th will cross over into our lane. We have had several 	<p>The road profile will be raised roughly 7-8 feet which will significantly improve sight distance for vehicles exiting 174th Avenue.</p> <p>There is not enough room to restore the left turn lane into 174th because of the required left turn storage length needed at 173rd Avenue (this left turn take priority). We may look at some alternatives to prevent drivers from "cheating"</p>

<p>very close calls.</p>	<p>thru this left turn lane.</p>
<p>In regards to both Phase 3 and Phase 2, construction has not started yet and there is already a lot of known Nike employees using the neighborhood streets north of Walker Rd to bypass traffic on Murray and 185th. What will be done during construction to curb and/or prevent that traffic from using those side streets and blocking the intersections for those residents trying to get out of their own neighborhood? Can we get "local traffic only" signs put up? Can the stop lights exiting Meadow and 150th become right and left-turn only/no straight into Nike during construction? Something needs to be done now before construction starts and it gets worse. It is already being referred to as the "Nike Bypass". Please do something!</p>	<p>People use routes that they think will take the least amount of time, and apps such as Google Maps and Waze often recommend these alternative routes. The goal of these improvements on Walker Road is to provide more capacity on arterial roads so that drivers won't save time going thru the neighborhoods. Lane restrictions will be between 9 am to 3:30 pm to minimize disruptions to commute traffic.</p> <p>As for the signage and thru lane restrictions near the Nike campus, these will be passed along to our Traffic Engineering division for consideration. These comments will also be shared with Nike transportation representatives.</p>
<p>If my neighbors on Waterfield Ct are not here tonight and I find that they would like a soundwall on Walker Rd & 180th due to noise factor with traffic, I will be contacting the Sr. Project Manager-Matthew Costigan with this request.</p>	<p>Thank you. Noise mitigation and sound walls are still being evaluated and will be refined as the road design progresses.</p>
<p>Thank you, being informed is important to me. Please stay open to any public input. I say that since I've been in my house 25 years and have some insight of the area, and will appreciate working together.</p>	<p>Thank you.</p>
<p>Emailed comment: I briefly attended the Open House last night, and was deeply disappointed when I saw the map. My neighbors and I appear to be among the few that will not have sound barriers erected between our properties and the new 5 lane road.</p> <p>When I asked a member of the design team last night, I was told that the builder of our homes was given a choice to add them when the homes were built. I am the only original owner of the houses on our cul-de-sac and can tell you that our builder did everything on the cheap, then claimed bankruptcy within nine months. That builder is long gone. But us homeowners remain. We pay our taxes. I don't understand why we are not given the same consideration that our neighbors just to the east of NW 173rd were given in this regard.</p> <p>Expanding Walker Rd is going to increase the traffic and the noise. We will not be able to enjoy our backyards at all. I am concerned that it will also affect our property values.</p>	<p>Thank you for your comment. As you noted, because this subdivision was developed after the road was classified as a 5-lane arterial, the developer had the choice to install sound mitigation, such as a sound wall, fence or additional sound insulation.</p> <p>Noise mitigation and sound walls are still being evaluated and will be refined as the road design progresses.</p>
<p>Emailed comment:</p>	<p>Thank you for your comment. As you noted, because this subdivision was</p>

<p>I'm unable to attend the open house tonight but I had a quick question. Our house backs up to Walker Rd and currently has a short faux-stone wall between our property line and the street. Will this short brick wall be replaced with a sound wall similar to that just down the street? I really REALLY hope so as the faux-stone wall is too short (my dog jumps up and scares pedestrians on the sidewalk), people throw trash in our yard, people can see in our house, and the wall is really not sturdy.</p>	<p>developed after the road was classified as a 5-lane arterial, the developer had the choice to install sound mitigation, such as a sound wall, fence or additional sound insulation.</p> <p>Noise mitigation and sound walls are still being evaluated and will be refined as the road design progresses.</p>

END OF COMMENTS