

## Martin Road open house summary

The Martin Road online open house (March 26-April 11, 2021) received 161 visitors and 23 comments. A summary of questions and responses is below.



### **Why does Porter Road need to be closed when Martin Road closes?**

Martin Road is [classified](#) as an arterial and Porter Road as a local road. Arterials have the higher traffic speeds and volumes and move traffic between highways and employment centers. Locals have the least amount of traffic and provide access to homes and businesses. When the County closes a road, the detour must route traffic onto roads of similar classification that can accommodate the additional traffic.

Martin Road has eight times as many vehicles per day than Porter Road. Allowing traffic that would normally use Martin Road to use Porter Road would have significant impacts on a road that is not intended carry that level of traffic.

Porter Road is a designated scenic bikeway and has no shoulders. If additional traffic uses Porter Road it would create unsafe situations for motorists and cyclists.

### **Will the shoulders have the bicycle lane stencil?**

Martin Road is a rural road and will not have the bicycle stencil. Martin Road will have 8-foot-wide shoulders north of the bridge, matching the shoulders north of Oregon Roses, and 6.3-foot-wide shoulders crossing the bridge. The minimum width for shoulders in the rural areas is 6 feet.

### **Will the roundabout be signed allowing cyclists to use the roundabout lane?**

“Bicycles may use full lane” signs are being considered. The roundabout will be under jurisdiction of the Oregon Department of Transportation (ODOT). They will have final approval authority on the signing and striping plan.

### **It does not appear adaptive mobility devices and tricycles are considered with the bicycle and pedestrian facilities.**

The roundabout must meet ODOT standards intended to address a wide range of safety and operational concerns. The project will follow up with Roadway, Traffic, ADA, and Bicycle/Pedestrian units to discuss the issue of safe accessibility for adaptive mobility devices and tricycles on OR-47.

### **Will this project include connections to the future Council Creek Trail?**

The Council Creek Trail is expected to run on the south side of Council Creek between the cities of Forest Grove and Cornelius and is not expected to cross the bridge. For more information, please see the [Council Creek Regional Trail master plan](#).

**What considerations are made for farm equipment that will be using the roundabout?**

The Martin Road roundabout will be different from the OR-47 roundabouts at David Hill and Verboort roads. This roundabout will have 3-inch-high curbs that are angled back, where the David Hill and Verboort roundabouts have 6-inch high flat-faced curbs. The lower, angled curbs allow farm equipment to use the roundabout more easily and prevent any sudden drops if the wheel left the curb.

We have presented the project design to the Rural Roads Operations and Maintenance District Advisory Committee (RROMAC), who were comfortable with the design for farm use.

**Why are there no sidewalks to Oregon Roses?**

The County's bicycle and pedestrian plan does not include sidewalks outside the urban growth boundary. Widened shoulders are used to accommodate pedestrians, cyclists and farm vehicles in the rural area.

**What vegetation is planned for the roundabout center island?**

We will plant grass on the center island to minimize maintenance costs.

**Is there a potential for a backup from Quince Street and Pacific Avenue intersection impacting the flow of traffic in the roundabout?**

We do not anticipate backups from the Quince Street and Pacific Avenue (OR-8) intersection to extend to the Martin Road and OR-47 intersection. ODOT recently added a dedicated right turn lane at the Quince Street (OR-47) to Pacific Avenue (OR-8) intersection to improve traffic flow.

**Can the county reduce speeding on Verboort Road?**

This question is out of scope for the project, but has been forwarded to the County's Traffic Engineering section.

**Can the county examine the entire length of Hwy 47 from Forest Grove to Banks?**

OR-47 is a ODOT road. A study along the length of the highway would need to be commissioned by ODOT. We sent them this request.

**Why is this project being built and not the intersection of Fern Hill/Maple/OR-47?**

Both intersections received funding from the County's Major Streets Transportation Improvement Program (MSTIP 3e). Martin Road received funding for design, right-of-way, and construction. The [Fern Hill Road/Maple Street/OR-47](#) intersection received funding for design only, and the alternatives analysis is currently underway. The County continues to work with Forest Grove and ODOT to evaluate design alternatives and identify key stakeholders.