



Walker Road/Murray Boulevard Intersection Improvements

Open House Summary May 16, 2016

Washington County hosted an open house for the Walker Road/Murray Boulevard intersection improvements at Holy Trinity Parish's Fireside Room (13715 SW Walker Road) from 5:00 to 7:00 p.m. This was the first open house for the intersection improvement project. No formal presentation was held. Members of the public were invited to stop by to review displays, meet the project 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 7,600 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 proposed project design (approximately 30%). An informal open house format was used at the meeting, allowing the public to discuss the project design with project team members. Eight members of the project team and several additional staff from Washington County were available to answer questions. Approximately 85 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:

- 30% design plan (both Walker and Murray had their own strip map)
- 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
- Aerial maps showing the current and upcoming project within the immediate project area
- Traffic volumes (existing and forecasted) for road
- Right-of-Way process

Open House Summary (cont'd)

Handouts:

- Comment forms
- Project Fact Sheet
- *Moving Because of Highway or Public Projects* brochure
- *Acquiring Lands for Highway and Other Public Projects* brochure

Following is a summary of comments received at the open house:

Comment(s)	Staff Response
All comments are typed verbatim and were reviewed by the project team.	
<p>1 - I want the area employees and commuters to get to where they need to go safely and efficiently. I commute through this area to get to work and I travel through this area many other days & times during the week. I see many people walking, using the crosswalks to get to the bus stop and I see many bicycles going east and west on Walker Road and travelling (turning left to turn Walker westbound to south Murray and turning left from Walker east bound to North Murray) and bicycling on Murray too. I don't want any car driver, any people walking nor any people bicycling to be involved in crashes resulting in injury or fatality. It ruins everyone's day! *</p> <p>The current design is missing some really important (required in my opinion) elements:</p> <ul style="list-style-type: none"> a) signs that remind drivers of vehicles (cars or trucks) that when turning (right) that they need to stop for people (see photo B in attached from Bend, OR) b) Green boxes for the right most left turn lane (or even both lanes) on work days (M-F) there are many bicyclists turning left from westbound Walker Road to Murray south bound. Please give them more visibility and priority with that left turn. A green box at the front of the left turn lane will help c) If b won't work out, please consider a bicycle signal (photo included from Portland at MLK Blvd and Lloyd Blvd) photo D & C d) The two "porkchops" on Murray Blvd for the dedicated right turn will be dangerous for people walking or using wheelchairs - specifically just like the "porkchop" at Walker Road (westbound) and 185th southbound. the cars don't stop for me when I have the right of way 	<p>1 - The County also desires area commuters to travel safely and efficiently.</p> <ul style="list-style-type: none"> a) Signage will be incorporated into the final design. Signage isn't shown at open houses as it would "crowd" the drawing. Also, please see item (d) below regarding the design of signalized crosswalks for the right-turn lanes. b) Green bike boxes will be investigated to potentially incorporate into the design of the left turn lanes. c) Because of the already high traffic volumes at this intersection, to install a bike signal would take away green time from vehicles, which could cause more congestion (we would prefer green bike boxes). d) The configuration of right turn lanes and the use of "pork chop" islands will be further investigated. Benefits of "pork chop" islands are that they allow for placement of traffic signal poles and they provide shorter crossing distances at the crosswalks. These issues are especially prevalent at skewed intersections, such as Murray/Walker, where the acute angle can result in very long crossing distances. For the Murray Boulevard/Walker Road intersection, the design team is considering signalizing the right-turn lanes, similar to the design of the 185th Avenue/Evergreen Parkway intersection. As such, the design would provide signalized crossings of the right-turn lanes. e) Cross walk timing will be set based on the distance for older residents to safely cross (we realize that this is a long crossing).

<p>and come to a screaming stop when I am in the crosswalk. The stop line in that case is behind the crosswalk. Even when the walk signal is all set, the drivers of the cars don't seem to realize they should stop before the crosswalk. Please add a second line of triangles (as your diagram shows) so that there is a set in front of the crosswalk in addition to one after the crosswalk.</p> <p>e) Please time the cross walk so that the senior citizen has enough time. 30 seconds across 7 lanes is not long enough. Please also time it for a parent pushing child #1 in a stroller AND with child #2 (a toddler/child less than 5 years of age) being held by the hand. I see people of these descriptions crossing the Murray Road/Walker Road (north) side a lot. Let's keep them safe please.</p> <p>2 - Lastly, I am concerned about the dedicated right turn lane from northbound Murray to Walker eastbound. Once the schools zone light flashes, the merge gets backed up. With a dedicated right turn lane, when the Walker Rd eastbound traffic has the green, they will be competing with the Murray NB right turn folks. That already stressful merge will become more dangerous and people walking and bicycling will become much more vulnerable.</p>	<p>2 - Given the relatively high north/south volumes on Murray Boulevard, the addition of the NB right-turn lane is necessary to provide sufficient capacity during peak travel times. As noted above, the channelized right-turn lane will be controlled by the signal, which will manage the conflicts with the EB through movement. The County will monitor the situation following completion of the project, and, if necessary, we can install No Right Turn on Red signage on the NB signal arm.</p>
<p>As a homeowner who uses this intersection every day, I'm happy to see improvements being made. There certainly has been an increase of traffic with Nike's expansion, and I suspect much more on the way. A major concern of mine is the impact of this on the Walker & Park Way/139th intersection as well as the impact on Barnes Elementary where my kids attend. I would be interested in knowing the results of the traffic analysis performed on Walker/Park Way/139th. The plans do not show the addition of a light for this intersection despite the intersection being widen to accommodate the approach to Walker/Murray. It seems the appropriate time to address this critical point for our neighbors if the traffic is being adjusted for it. Any information that can be shared on the decision for no light would be appreciated. There are some Sundays where turning left onto Park or 139th (the street into my neighborhood) takes a very long time. This is mostly due to the church services letting out, releasing a flood of cars into the neighborhood. We're long wished for a light to make this intersection safer. I love to take my family to Commonwealth Lake but crossing from 139th onto Park if I desire to walk is already treacherous, with traffic being allowed to speed up because of more through put on Murray/Walker, this intersection will become more dangerous. Thank you for the opportunity to view & comment on these plans.</p>	<p>Preliminary investigation of the traffic data found that this intersection does not meet the standard traffic volume warrants to install a traffic signal at the Walker Road/Park Way intersection. However, in response to public comment, additional research and studies are being conducted to determine if a traffic signal or other crossing enhancement may be warranted based on other factors, including a more detailed assessment of school-age children crossing demand.</p>
<p>My major concerns are traffic and flood control. Peak traffic now is challenging. The current and planned building in the area will make this necessary, as uncomfortable as it will be.</p>	<p>The design of the bridge and culvert structures considers the 100-year flood plain elevation; the current design does not raise the 100-year elevation of the flood plain.</p>

<p>Eve Killback talked years ago as a county commissioner about the insufficiency of the management of 1) the depth of the streams under the intersections; 2) the amount of flow; and 3) the bridges, all combining to create a restriction of water flowing toward Nike.</p> <p>As I asked about that today, the people addressed #2 and #3, widening the stream bed and raising the bridges. Nothing was said about the depth of the stream or maintaining clear flow.</p> <p>Flooding has been an issue in the area every year, including this year. CWS was helpful with those who were flooded, but could the flooding have been avoided with better run off and drainage.</p>	<p>Enhanced roadway stormwater run-off management will be incorporated into the design. Wider bridge structures will also enhance the stream flows as the channels will be cleaned out for efficient flows. Detention of roadway runoff will improve the local area.</p>
<p>See Attached maps. Two intersections: 1) SW Walker Rd & SW Park Way; and 2) SW Park Way & SW Devonshire Dr.</p> <p>1. SW Walker Rd & SW Park Way:</p> <ol style="list-style-type: none"> a. The intersection needs traffic lights and crosswalks. b. SW Park Way is back entrance to Holy Trinity Catholic Church/School and Beaverton Four Square Church (a mega church). It runs from SW Walker Rd to Hwy 217, serving 3 churches, Cedar Hills Rec. Center. Cedar Park Middle School and the Cedar Hills Shopping Center. Also, it is part of the TriMet Bus 59 route. c. During morning and evening rush hours, east bound drivers on Walker Rd are backed up 1-5 cars trying to turn left onto Park Way. Cars south bound (SB) on Park Way cannot turn left onto Walker because of cars on Walker trying to turn left or because of heavy east bound (EB) traffic on Walker. Contact TriMet drivers. d. Many of the cars turning left onto Park Way have kids in the vehicle. I presume they are being dropped off at the Holy Trinity Catholic School, a fairly large school. e. When Holy Trinity & Beaverton Four Square Church service end on Sundays, the congestion is very heavy. f. It is not uncommon for kids, joggers and general pedestrians to try and cross Walker Rd to head to church services, Barnes Elementary, etc. g. Cars heading north bound (NB) on SW 139th regularly try to cross Walker Rd to Park Way. Some simply give up and turn right because of the heavy traffic. Ditto that for many going SB on Park Way. Many of us drive east on Park Way to Huntington Ave, turn right (SB) onto Huntington Ave to get to SW Cedar Hills Blvd during rush hours. h. As for the intersection: 1) SW Park Way – 3 lanes – right turn, left turn, and straight and opposite lane; 2) SW 139th – 2 lanes (no 	<p>1. Preliminary investigation of the traffic data found that the intersection does not meet the standard traffic volume warrants to install a traffic signal at the Walker Road/Park Way intersection. However, in response to public comment, additional research and studies are being conducted to determine if a traffic signal or other crossing enhancement may be warranted based on other factors.</p>

<p>change). Traffic light sensors in roadway. Push button activated crosswalk signals. Traffic light for left turns in all directions (red, green, yellow, and flashing yellow)</p> <ul style="list-style-type: none"> i. The light should help SW Far Vista Dr. residents to the northwest and the residents trying to use SW Ecole Ave to the southeast. <p>2. SW Park Way and Devonshire (see attached maps)</p> <ul style="list-style-type: none"> a. Add a continuous yellow strip on SW Park Way, 100-ft either side of the intersection where Park Way heads NE then turns SE. b. Add sign on Park Way, approx. 30-50 ft SE of intersection that says "Left Turns Permitted Without Stopping". c. Too much driver confusion. Drivers heading NW on Park Way unnecessarily stop at the intersection. Those of us stopped on Park Way (at the stop sign) trying to get onto Devonshire Dr. have to constantly wave them on so they can get out of the way so we can cross safely. <p>My wife and I are retired. If you'd like to discuss further, please feel free to visit with us via phone or in person.</p>	<ul style="list-style-type: none"> 2. This item will be presented to our Traffic Engineering section for consideration, as it is somewhat outside of the project's current scope and is considered more of an operation and maintenance 3. issue.
<p>When you have double left turn lanes in all directions you have reached gargantuan proportions and need to take extra measures to help people live with the results.</p> <ul style="list-style-type: none"> 1. Reduce lane widths to reduce total width in order to make pedestrian crossings quicker and safer. 11' travel and turn lanes, 12' median lanes maximum. Save \$ too. 2. Emphasizes pedestrian safety over driver convenience. Signage, striping, signal programming, should target safe foot traffic as the #1 goal. 3. Reduce speed limits (to 35) in all directions, which will make narrower lanes safer. 4. Signage, signage, signage: YIELD TO PEDESTRIANS everywhere. 5. Consider eliminating the sweeping right turns, stick to traditional 90 degree turns even from dedicated right turn lanes. Save pedestrians from high-speed drivers. <p>The proposed design seems intended to accommodate and maximize 45 mph travel. This size of intersection destroys a pedestrian environment. Make it as small as possible and accept slower arterial speeds. Do not design it as a highway or junction of highways. Design it as the meeting of two busy city streets that bear pedestrian and bicycle traffic. 35 mph is plenty. Really!</p>	<ul style="list-style-type: none"> 1. Travel lane widths will be investigated and presented to the County Engineer for consideration of narrower lanes. 2. Safety for all modes of travel is important to the County and will be considered as the design of the intersection is further developed and refined. Pedestrian crossing timing and protection will be considered in the design. 3. This is only an intersection improvement project. Posted speeds are set by the State of Oregon for these roadways and their classification (arterial). Because posted speeds are generally established based on the 85th percentile operating speeds, the posted speeds on Murray Boulevard and Walker Road most likely will not change. 4. Signage will be incorporated into the final plans but are not shown on the maps presented due to space limitation. 5. The configuration of right turn lanes is being further investigated. Benefits of the right-turn islands are that they allow for placement of traffic signal poles and provide shorter crossing distances at the crosswalks. These issues are especially prevalent at skewed intersections, such as Murray Boulevard/Walker Road, where the acute angle can result in very long crossing distances. The design team is considering signaling the right-turn turn lanes, which would provide signalized crossings of the right-turn lanes.

<p>My property has a drainage grate towards the back by the creek that I would like someone to evaluate the purpose of it.</p> <p>I am the neighbor to the house that will have the house torn down for diverting the creek. If possible, they have a large shed on the property at my property line, I would like a lot line adjustment so I can care for the shed and property adjacent to mine as a buffer to the road for privacy that I will lost and for noise abatement.</p> <p>Project # 6 will highly desire dedicated crosswalks. It is now hard to cross walker road and with 5 lanes there will be danger to pedestrians (church-goers, school children, bikers, and walkers) crossing Walker Road.</p>	<p>The drainage grate will be investigated by a member of the design team. We will contact you to coordinate a day and time.</p> <p>Please contact the Right-of-Way agent for the project regarding the potential acquisitions.</p>
<p>Could we have a signal at Park Way and Walker so that people biking can turn left on Park Way? It's a major bike route to and from Portland.</p> <p>Also diagonal bike crossings at Murray & Walker would be fantastic. There are a couple of these in Portland for bikes. Protected bike lanes are <u>very</u> desirable. Increased frequency of bus line 62 might help w/ congestion.</p> <p>Since I don't know how to make specific design suggestions, I would suggest that before designing and building this intersection, please bike, walk, and cross using an electric wheelchair at similar intersections that already exist. This will give a much more visceral experience of what to design for people using those modes. Or at least, that is my hope.</p> <p>Thanks!</p>	<p>Preliminary investigation of the traffic data found that the intersection does not meet the standard traffic volume warrants to install a traffic signal at the Walker Road/Park Way intersection. However, in response to public comment, additional research and studies are being conducted to determine if a traffic signal or other crossing enhancement may be warranted based on other factors.</p> <p>Diagonal crossings would significantly reduce the efficiency of this intersection by taking green time away from vehicle phases, causing greater congestion.</p> <p>The design team will consider all modes of travel when developing the intersection.</p>
<p>We live on Commonwealth Lane at the curve on Butner. Increased housing units on Butner will add several new residents using Butner. Butner is also used during rush hour for vehicles going from Murray to Cedar Hills Blvd. This construction will create more traffic on Butner during construction at times. My request is for signage or other mitigation of this expected increase of traffic. No complaints otherwise. Everyone gripes about traffic and then gripes about any mediation of the problems.</p> <p>Will be pleased to see my new intersection '18.</p>	<p>As part of the construction project, the County will notify the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.</p>
<p>My main concern is the missing bike lanes on Murray Blvd southbound. The project renderings of the cross-section in all directions on the Murray-Walker intersection have buffered bike lanes. However, I see that the actual design is missing buffered bike lanes on Murray Blvd south bound. Please treat Murray the same way as all the other roads in all directions and add a buffered bike lane in all directions.</p> <p>The reason a buffered bike lane is absolutely necessary is for two reasons:</p> <ol style="list-style-type: none"> 1. Speed limits are too high 2. Murray Blvd is a major freight route and semi-trucks are buzzing by 	<p>Buffered bike lanes are being added throughout the project limits on both Walker Road and Murray Boulevard; these we inadvertently left off the plans presented.</p> <p>This is only an intersection improvement project. The County cannot reduce speeds just at an intersection.</p> <p>Posted speeds are set by the State of Oregon for these roadways and their classification (arterial). Because posted speeds are based on the 85</p>

bicycles at a high speed causing a huge safety hazard.	percentile rule, posted speeds most likely would not change.
<p>Our SW Far Vista Dr is north of Walker Rd; we live half way down the road and currently have great difficulty entering Walker Rd on left turn. The west bound traffic on Walker Rd, as soon as traffic passes Butler (Barnes) Elementary at the crest of the hill, (drivers) slam the accelerator and hit 45 mph before we can even pull out of Far Vista for a left turn onto Walker. The speed limit is 35 mph.</p> <p>There is no left turn lane for us to turn into.</p> <p>Drivers block our street all the time when approaching the red light on Walker and Murray.</p> <p>You must put in a traffic signal where Park Way enters Walker or we will never get out of our own street.</p> <p>And you must put in a left turn lane from Far Vista onto Walker</p>	<p>Preliminary investigation of the traffic data found that the intersection does not meet the standard traffic volume warrants to install a traffic signal at the Walker Road/Park Way intersection. However, in response to public comment, additional research and studies are being conducted to determine if a traffic signal or other crossing enhancement may be warranted based on other factors.</p> <p>Additional widening of Far Vista is not warranted given the low volume of traffic. The widening of Walker Road, to include a center turn lane, should ease the congestion from Far Vista.</p>
Right turn lanes are a fabulous addition!	Thanks for the comment.
The amount of traffic that is being diverted off Walker down Parkway through Cedar Hills is crazy and dangerous	Our ultimate goal is to improve Walker Road all the way to Hwy 217 to make it more convenient (and quicker) for drivers to stay on Walker Road. During construction, we will work with the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.
We would like to see Walker Rd be 4 lanes from Cedar Hills Blvd to 185th	That is the County's long range plan but achieving it will take some time.
Traffic cutting through Linda Lane, Devonwood, to right on Downing, left on Meadow to north entrance of Nike	Staff will work with the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.
Can you please bring a Nike representative to the next open house for this area? Neighbors might appreciate the chance to have a conversation with Nike about the bike, walk, and jog paths across campus to the Max line. This company needs to bring something to their neighbors (not just benefit the state) that helps them use active modes of transportation and just enjoy where they live.	<p>Nike was invited to this open house and will be invited to future ones as well.</p> <p>Because your concern is more of a Nike/local resident issue, I will pass your concerns on to Nike.</p>
As a cyclist who rides through this intersection daily, I'm concerned about visibility of vulnerable users. The approach from the east on a bike is high speed as it is downhill and I'm concerned about cars crossing the bike lane to get into the turning lane without looking. It's always tough when people cross a bike lane in a car, so I feel it's important to have good signage and do everything to make bikes visible to cars to remind them to look. This area is quickly becoming a freeway, so I also would advocate for LOWER SPEEDS over all.	Posted speeds are set by the State of Oregon for these roadways and their classification (arterial). Because posted speeds are based on the 85 percentile rule, posted speeds most likely would not change. The design team will optimize signage at the intersection to heighten the awareness. The project will also install updated street lighting on all roadways and intersections within the project limits.
I like how the current plan has the bike lane on the left side of the right hand turning cars.	Buffered bike lanes are being added through the project limits on both Walker Road and Murray Boulevard; these we inadvertently left off the

<p>I would love a protected bike lane. Also, an indicator light so I know the sensor detects me.</p> <p>Please make it hard for cars to be in the bike lane</p>	<p>plans presented.</p> <p>The County utilizes video detection now in lieu of loop detection which should make it easier for bikes to be detected.</p>
<p>I am secretary of Commonwealth View HOA and a member of Citizens for a Safer Butner Road. Foot traffic along Butner Rd is already at great risk of being harmed by moving vehicles due to no shoulder on both sides and blind corners - particularly between Commonwealth Lane and Aragon St on Butner. Butner Rd is a pass through and frontage road to Hwy 26. Nike traffic comes through morning and night. This will make the traffic worse and the likelihood of pedestrian injury much greater. Please at least put a gravel shoulder at the turn described above.</p>	<p>Your comments have been passed to the Operations & Maintenance Division for review and possible inclusion with their Minor Betterment program. Applications for 2017 are due July 15, 2015. Applications can be found here:</p> <p>http://www.co.washington.or.us/LUT/Divisions/Operations/Programs/minor-betterments.cfm</p>
<p>I would like to see the residential aspect of Walker between Park and Cedar Hills Blvd preserved as much as possible. Five lanes in that area probably destroy that, and severely negatively impacts hundreds of homes. As much as possible, traffic should be directed to 26, 217, and Murray.</p>	<p>Walker Road has been identified by the County Transportation Plan as a 5-lane arterial. The intent of this is to route traffic to the major freeways and highways in the region.</p>
<p>Please get back to me with answers. Thanks.</p> <ol style="list-style-type: none"> 1. How are children and peds going to cross Walker at 139th/Park Way? Timeline for ped crossing? Timeline for signalization. 2. How do we prevent cut-through traffic in the neighborhoods between Hwy 26 and Nike? At least the running of stop signs and going 40 in a 25 speed zone? 	<p>Preliminary investigation of the traffic data found that the intersection does not meet the standard traffic volume warrants to install a traffic signal at the Walker Road/Park Way intersection. However, in response to public comment, additional research and studies are being conducted to determine if a traffic signal or other crossing enhancement may be warranted based on other factors, including a more detailed assessment of schoolchildren crossing demand.</p> <p>During construction, the County will work with the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.</p>
<p>I like it! But I wonder if the timing of the traffic lights will help the backup on Murray between Butner and Walker? That backup is the reason so many cars cut through Butner and Linda in my neighborhood (Meadow School). Can speed bumps be installed on Linda? Cars avoid the school speed zone on Butner. Tough to get out of my neighborhood in the morning.</p>	<p>The project will increase the capacity and efficiency of the Murray Boulevard/Walker Road intersection, thereby reducing the back-ups and the tendency for drivers to divert onto neighborhood streets.</p> <p>Speed bumps are generally discouraged by emergency responders but I will forward your comment on to the County's Neighborhood Street Coordination.</p> <p>As part of the construction project, the County will notify the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods. Additional information can be found here: http://www.co.washington.or.us/nsp/</p>
<p>I am extremely interested in what steps have been made for the <u>increased</u> traffic Butner Rd will experience as construction creates need for cars to divert around this Walker/Murray intersection. I live near an extremely dangerous curve along Butner. Accidents will happen and speed will be an issue for some</p>	<p>The County's ultimate goal is to improve Walker Road all the way to Hwy 217 making it more convenient (and quicker) for drivers to reach their desired destinations by staying on Walker Road.</p>

<p>drivers going too fast. We also need sidewalks along Butner Rd. It is dangerous to walk anywhere along that road in daylight and even <u>more dangerous after dark</u>.</p>	<p>As part of the construction project, the County will notify the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.</p>
<p>I appreciate the information you have available. I would like to know more about how the homes are appraised as well as the land.</p>	<p>Please contact our Right of Way Agent for this project; 503-846-7870.</p>
<p>Please no construction during rush hours! After 9 am and ending by 4 pm would be great. Please keep tree destruction to a minimum. Nike is causing a ton of rush hour traffic, maybe they can stagger the start times so they don't clog the roads as badly.</p>	<p>Lane reductions will be limited to non-peak traffic times during construction (usually between 9:00 a.m. and 4:00 p.m.). The County values the existing trees and tries to save as many as possible. Good idea; we will follow up with Nike.</p>
<p>Our main concern is during the construction our street will be the detour. As of now, when traffic backs up on Murray Blvd (before Butner) traffic flows through our street at a high speed. Once the construction begins, we will experience much more traffic that it will be difficult to get out of our driveway. Right now, the mornings between 7:30 and 8:45 can be a problem.</p>	<p>Traffic will be delayed going thru the construction area but we are not proposing any signed road detours through residential streets. As part of the construction project, the County will notify the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.</p>
<p>150th and Walker Rd east- 2018 is too late! Nike traffic through neighborhood is already excessive. Why wait until 4-7,000 new employees start at the new campus? Side streets such as Meadow, Butner, Park Way, and 150th have become Nike thoroughfare/speedway. If Walker and Murray, Jenkins and 158th are widened sooner than later, the problem would resolve itself.</p>	<p>The County's ultimate goal is to improve Walker Road all the way to Hwy 217 making it more convenient (and quicker) for drivers to reach their desired destinations by staying on Walker Road. These projects are slated to come online as funding is available.</p>
<p>I fully agree that Walker Rd needs to be widened (5 lanes, sidewalks, and bikelanes is best). Now and in the future I want Nike employees to stop driving through my neighborhood to get to the Nike campus. Stand by Downing Street where it intersects with SW Meadow Dr. Nike drivers stream through (pass the school and coming south on Meadow) 5 of 7 cars will cross Walker to drive into Nike by the waterfall. Other drivers have caught on and come in by Downing, Mill St, and Meadow to drive through the neighborhood. Please have Nike tell their employees to stop driving through the neighborhood.</p>	<p>The intent of this project is to increase the capacity and efficiency of the intersection, thereby reducing the back-ups and cut-through traffic. The County's ultimate goal is to improve Walker Road all the way to Hwy 217 making it more convenient (and quicker) for drivers to reach their desired destinations by staying on Walker Road. These projects are slated to come on-line as funding is available. Because your concern is more of a Nike/local resident issue, I will pass your concerns on to Nike.</p>
<p>Intersection of SW 139th and Walker: This intersection used heavily by pedestrians. This is the main access to get to Commonwealth Park for our neighborhood including 45 Central. At minimum this intersection needs a pedestrian signal. Ideally it needs a signal that is active during rush hours and when church on Sunday is starting and ending. Your proposed widening of Murray and Walker will make this intersection practically impossible to use without upgrading the intersection at the same time for SW 139th and SW Walker.</p>	<p>Preliminary investigation of the traffic data found that the intersection does not meet the standard traffic volume warrants to install a traffic signal at the Walker Road/Park Way intersection. However, in response to public comment, additional research and studies are being conducted to determine if a traffic signal or other crossing enhancement may be warranted based on other factors.</p>
<p>A headache</p>	<p>The open house? The construction of this project? The project will have its challenges and there will be disruption to residents and commuters; please bear with us, the end result will be positive for all.</p>
<p>I understand the creek will be moved south into our property. There is a Myrtle</p>	<p>Our landscape architect will review this tree for potential reuse.</p>

<p>tree that looks to be in the new path - it would be nice to save that tree if possible. It's unique in the area. If it can't be saved, please provide the wood to woodworkers who could appreciate and use it. I believe these trees are associated with wet areas, so it might make it under the new conditions. Thank you.</p>	
<p>Why is Walker Rd from 217 to Murray not done before this project?</p>	<p>The County's ultimate goal is to improve Walker Road all the way to Hwy 217 making it more convenient (and quicker) for drivers to reach their desired destinations by staying on Walker Road. These projects are slated to come online as funding is available.</p>
<p>Concerned about Butner traffic, speed and unsafe walking conditions. Can be hazardous to walk to Commonwealth Lake. Speed of cars, no sidewalks and speed posted 30 mph on a residential street.</p>	<p>During construction, the County will notify the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.</p>
<p>Our main concern (still) is the traffic coming through on 139th. First there needs to be a traffic light at 139th and Walker. Also, we need controls of some kind (sheriffs, speed bumps, radar, or other) to slow the cars using Furlong Park as a cut through and skipping the Murray/Walker intersection. We have no sidewalks in our area. Driving and walking is dangerous.</p>	<p>Preliminary investigation of the traffic data found that the intersection does not meet the standard traffic volume warrants to install a traffic signal at the Walker Road/Park Way intersection. However, in response to public comment, additional research and studies are being conducted to determine if a traffic signal or other crossing enhancement may be warranted based on other factors.</p> <p>As part of the construction project, the County will notify the Sheriff's Office to request enhanced patrols to enforce speeding and reckless driving through the neighborhoods.</p>
<p>Will the project affect my property? If so, what is the timeline to move or any assistance from project manager? What are the options? How do I get started with the process?</p>	<p>The County Right of Way Agent will be meeting with you to discuss the project; 503-846-7870.</p>
<p>I am on the next leg of Walker Rd segment- Walker Rd to 217. Want to be ahead of the project as I am a homeowner just south of Walker Rd. Outstanding forum, keep all informed, open house is the best way. Thank you</p>	<p>Your name has been added to our notification list.</p>

END OF COMMENTS