



NW Saltzman Road (NW Cornell to NW Thompson Road)

Open House #3 Summary December 4, 2008

Washington County held the third project open house for the Saltzman Road project on Thursday, December 4, 2008, from 5:00 to 7:30 p.m. at St Pius X Church community center in Cedar Mill. To inform the public of the event, Washington County sent out approximately 7,000 flyers to the surrounding neighborhoods which included areas of CPO 1 and CPO 7. Announcements were made to CPO 1 and CPO 7 monthly newsletters as well as in the Cedar Mill Business Association newsletter. A Press Release was sent by Washington County to its standard list of local and regional newspapers and radio stations.

The purpose of this open house was to inform the public on project process to date, present the final design for the first phase and to provide information on construction schedule and likely construction staging. An open house format was used at the meeting, allowing members of the public to discuss the corridor and project issues with members of the Project Management Team (PMT). Approximately 94 people attended the open house. Attendees were encouraged to review the materials available and speak one on one with members of the PMT, and to record their comments on a comment form, flip charts or on sticky notes on the design drawings.

The following exhibits were on display at the meeting:

- Focus Group members
- Aerial showing project area
- Project Process
- Existing traffic
- Future (2030) traffic
- Explanation of Signal Warrants
- Average Daily Traffic
- Proposed Final Design Phase 1
- Profile for proposed design
- Project Requirements
- Typical Section
- Wall Types
- Illumination
- Swale Locations
- Street Trees
- Ground Cover
- Landscape cross section

- Project Schedule
- Construction Schedule
- Construction staging plan

Handouts:

- Comment forms
- Project Description and Schedule
- Right of Way process

Comment Summary

Ten (10) comment sheets were received at the open house. In addition, attendees were encouraged to write their comments about the proposed design on flip charts or on sticky notes and post them on the design drawings.

Following are the comments and issues received and preliminary responses:

Comment	Response
<p>Please consider shields on the cobra head lights near homes. Also, any new lights on Saltzman need to revert to flashing yellow and red for off-peak hours. While it is very difficult to turn left into Saltzman during peak hours, it is very easy off peak. We need to avoid stopping cars in Saltzman at all hours when it isn't necessary. Please consider this approach at other intersections in the county. All of the trip lights operating 24x7 drive a huge waste of fuel in stopping cars on the main road when the folks in the minor road don't need the protection (because the traffic is light).</p>	<p>The County can add shields to new illumination that would impact residences.</p> <p>All new signals will have video detection rather than loops. Video detection results in prompt recognition of automobiles. This is a Traffic Engineering decision and flashing red and yellows during off-peak hours is not a standard practice in Washington County.</p>
<p>There is no way for neighbors west of Saltzman to get across St. Pius without going south and turning around in the parking lot and returning north. Why no center lane across from church entrance to turn left from southbound traffic on Saltzman? Also no way to go north from this neighborhood without going south and making a u-turn or going through parking lot to north.</p>	<p>As part of the project, a continuous new center turn lane will be installed which will eliminate the left turn restrictions in the mornings.</p>
<p>To improve traffic safety the speed limit on Saltzman from Cornell to Thompson should be 35 mph to 128th Terrace and then 40 mph to Thompson.</p>	<p>The speed limit will not be changed as part of this project. Currently, speed limit is 35 mph Cornell to Burton, then 40 mph north of Burton.</p>
<p>Great materials and info to share - thank you!! Will you post graphics/PDF files of the plans and pictures at the project website, please? I could attend to see in person - my husband could not attend due to work schedule (probably many other people). Thank you again! Jerrie</p>	<p>Thanks. Yes, all of the open house graphics will be posted to the project website.</p>

<p>Although the road will be posted at 35mph, the straight road, which is relatively wide, means that cars will normally exceed that limit. I am concerned about the bikes being next to high speed traffic. Striping the roads so that they are or appear narrower should be considered so that drivers aren't comfortable driving 45 mph.</p>	<p>The speed limit will not be changed as part of this project. The width of the new lanes (travel as well as bike) should give adequate distance between the two modes</p>
<p>Good explanatory charts and assistance by David Evans Associates and WACO staff. My suggestion is to provide maximum traffic noise abatement such as "quiet" asphalt surface, etc.</p>	<p>Thanks. Current asphalt is seriously degraded. New asphalt, using a finer grade mix, should reduce tire noise.</p>
<p>There is a 30 speed sign near Filbert going south on Saltzman. That is too fast between Filbert and Cornell, that is part of Cedar Mill business area.</p>	<p>The speed limit will not be changed as part of this project. A speed study request would be required to reduce it further.</p>
<p>I have a concern about the turn radius @ Saltzman Road X Filbert St, especially the corner at the NW corner. The current plan will definitely increase the speed of auto traffic for vehicles turning onto Filbert from southbound Saltzman. This is a <u>serious</u> safety hazard. Please remedy this.</p>	<p>Current design calls for 30 ft radius, which is consistent with County design standards. To reduce further would require a design exception. The tighter the radius is, the greater potential for vehicles to drive over curb ramps.</p>
<p>Please underground the utilities as far north as possible. None of the neighborhoods have above ground poles and they will be <u>so</u> ugly on the pretty new street. Also, underground means fewer power failures & less tree trimming for them.</p>	<p>The County will try to have utilities placed underground, but undergrounding of utilities are at the decision of the utility companies.</p>
<p>The Lorraine Dr residences backing up to Saltzman would greatly benefit from the use of the newer type asphalt that is quieter; otherwise the increased traffic noise would be very troublesome.</p>	<p>Current asphalt is seriously degraded. New asphalt, using a finer grade mix, should reduce tire noise.</p>