



## **NW Saltzman Road (NW Cornell to NW Thompson Road)**

### **Open House #1 Summary July 19, 2007**

Washington County held the first project open house for the Saltzman Road project on Thursday, July 19, 2007, from 5:00 to 7:30 p.m. at Christ United Methodist Church in Cedar Mill. The open house was an opportunity for the community to learn about the road improvement project and to provide comments on the project. County and consultant staff were available to answer questions.

To inform the public of the event, Washington County sent out approximately 5000 flyers to the surrounding neighborhoods which included most of the area in CPO 1 and CPO 7. Announcements were made to CPO 1, CPO 7 and the Cedar Mill Business Association. 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 introduce the public to the project, solicit issues and concerns from attendees, and to advertise and obtain applications for membership on the project Focus Group. 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 150 people attended the open house. Attendees were encouraged to meet the members of the PMT, and to record their comments on a comment form or on sticky notes on the display boards.

The following exhibits were on display at the meeting:

- MSTIP exhibit
- Other projects in the area
- Project Requirements
- Typical cross section
- Aerial showing project area
- How to stay involved and Informed
- "What is a Focus Group?"
- Citizen Participation Organizations
- "Process Schedule"

Handouts distributed at the open house included the following:

- Sign-in Sheet
- Comment Form
- Focus Group Application

**Comment Summary**

31 comment sheets were received at the open house. In addition, attendees were encouraged to write their issues on sticky notes and post them on aerial photographs of the project corridor.

Following is a summary of the comments and issues received and preliminary responses:

Overall Project	Response
No new roads	Project scope is to improve existing road only.
Phase 2. When? Soon?	No dates/funding have been identified.
Shouldn't Phase 2 widen Saltzman Road up to Laidlaw?	Will depend on future funding and outcome of current Study (Thompson-Laidlaw).
Affect on property values of affected property.	Most affected properties see in increase in value after construction.
Project is really Cornell to Bauer. When is Thompson section to be fixed?	In Phase 2, when funding is identified.
Please don't shut down/clog up Bethany Road at the same time.	No work on Bethany is scheduled while this project is scheduled.
Focus Group. Differentiate Phase 1 and Phase 2? Interest differentiate.	Business interest.
Object to this project - it is a waste of tax payers money - will not help any of the problems as they now exist. Only cause much hardship to residents who have lived in the area for many years. It is a very bad idea. You are doing more harm than good.	Project will improve the safety of the road for all users (installation of turn lanes, sidewalks, bike lanes and improved sight distance.

Open House (July 2007)	
I really appreciate the open house and opportunity to talk with people, and I love the maps and aerial photos. The post-it idea is really great as well.	Three (3) more open houses are scheduled. Next one tentatively scheduled for beginning of 2008 to show various alignment alternatives.
Great opportunity to learn about the project. Thanks for the evening of your teams, time and energy.	
Very nicely done open house. Thank you!	
Think its great we all can be informed on the upcoming future in our neighborhoods.	
Great open house! Thanks Looking forward to the continued public involvement process	

2 versus 3 Lanes	
<p>Why 3 lane section? 2 lanes OK. Waste extra money.</p> <p>Growth is inevitable, and I am surprised, that the plan seems to be locked into a 3 lane mentality- I really feel that a 4 lane road should be entertained.</p> <p>Center turn lane not needed on Saltzman between NW Bauer Wood and NW Creekside.</p> <p>Turn lane the whole length of Saltzman is not needed.</p>	3 lanes needed for installation of turn lanes (only two travel lanes). If center turn lane is not needed, potential for landscaped median.

<p>Narrow to 2 lanes to lessen confusion and aggression by NW Creekside and NW Saltzman. A turn lane the whole way is absolutely not necessary. Traffic lights would help cure a lot of the issues don't destroy the beauty of this area and turn us into cities like LA-Houston-Dallas-Phoenix. Some small turn lanes (3-4 cars ...) would more than suffice to help traffic flow.</p>	<p>3 lanes needed for installation of turn lanes (only two travel lanes). If center turn lane is not needed, potential for landscaped median.</p>
<p><b>Median / Turn Lane</b></p>	
<p>The turn lane will hopefully, help congestion around Filbert St &amp; St Pius. It would have been great to have voted down the "right turn only" off Filbert but that will teach me to never miss a meeting. Medians where feasible to keep neighborhoods feel, slow traffic &amp; for aesthetic purposes.</p>	<p>"Right turn only" was installed thru the Neighborhood Streets Program. Turn lanes helps with traffic flow. Median a potential traffic calming.</p>

<p><b>Library Access</b></p>	
<p>Library exit are our biggest concern.</p>	<p>Installation of a left turn Lane</p>
<p>Please create a better access to the library to the community center for each side of the road. I could tell the library could have better accessibility.</p>	
<p>Dogwood intersection to library problem.</p>	
<p>Left turn onto Saltzman for Library area.</p>	
<p>Development for walkers and children on west side of Saltzman crossing (Saltzman to Library).</p>	<p>Potential for realigning driveways opposite each other but they are very close to Cornell</p>
<p>Turning left onto Saltzman from Bales parking lot and Library. Might address Library exit w/ light at Dogwood. Might address Bales exit with road connections Barnes to Dogwood (turn Shell station) to parking lot could exit to the west &amp; then follow Dogwood around to light &amp; left turn on Saltzman.</p>	
<p>Need signal @ Dogwood and Saltzman. @ this signal improve vertical alignment into the Library parkway lot. Have Bales Thirtway parking lot exit onto Dogwood for all North bound Saltzman traffic. Only allow right turn from Bales parking lot directly onto Saltzman (South bound). Need good pedestrian &amp; bike lanes from Cornell to Dogwood for people to walk/bike from Lib to Bales.</p>	<p>Signal warrants will be looked at. Current intersections too close to Cornell</p>
<p>Correct severe "dip" in approach off Saltzman to Library &amp; Walgreens.</p>	<p>Will look into adjusting grades to eliminate "dips".</p>
<p>Can anything be done to improve entry/exit to the library? (Cedar Mill) Traffic flow and the grade getting out if the parking lot are problems.</p>	<p>We'll look at all accesses.</p>
<p>We need easy access in &amp; out of library parking lot.</p>	<p>We'll look at all accesses.</p>
<p>Entry/Exit at Bales and Library to Saltzman is very dangerous. Grade is steep to enter/exit to/from Library parking lot causing delay to move vehicle out of on-coming traffic. Reduce slope and may speed object out of the way.</p>	<p>We'll look at all accesses.</p>

Noise	
Noise control	<p>Posted speed limits will not change as part of project New pavement surface will decrease road noise.</p> <p>Not increasing road capacity.</p>
Mitigation noise levels along road, especially between Filbert and Bauer Oaks.	
Traffic noise levels – increase as traffic increases.	
Noise at Bauer is a concern. Accelerate traffic uphill (Post lower speed? 25 to 30 mph).	
Noise will increase. Anything to address this?	
Concern about increased traffic noise with increased traffic.	
Noise visual.	
Road noise; I am happy to hear about resurfacing.	
Please also consider a lower noise pavement.	
As a house that backs to Saltzman, desire lower noise pavement someone has mentioned to me.	
Vehicle Speed & Traffic Calming	
Controlling vehicle speeds, especially between Filbert and Bauer Oaks.	<p>Posted speed limits will not change as part of project.</p> <p>Potential for pedestrian crossings at “T” intersections (opposite of left turn lanes)</p>
Traffic calming – safe crossing for pedestrians. Islands? Traffic Signals?	
Slow traffic	
128th signal.	
Posted 35 mph? Burton to Thompson.	
People drive to fast (between NW 126th Pl. and 128th Terrace.	
Speed issue 40 mph on NW Saltzman	
Speed limit from Cornell to Laidlaw.	
Do traffic calming after 3 lane is built?	
Posted speed is 35 mph. Would like to see 25 mph. (Saltzman)	
Poor visibility for speeds > 35 mph on NW Saltzman.	
35 mph from Cornell to Laidlaw.	
Slower speeds at corner of NW Saltzman and NW Thompson Rd.	
Speed limit from Kearney to Cornell should be reduced from 35 to 30 mph (Cornell is 30 mph)	
Somehow controlling speed of cars median construction sounds like a great idea.	
Speed limits fine, drivers are exceeding it.	
Speed along NW Saltzman needs to be 35 mph all the way from Cornell to Laidlaw.	

Median to slow traffic. Drivers go very fast down Saltzman which makes this a dangerous road.	Posted speed limits will not change as part of project.  Potential for pedestrian crossings at "T" intersections (opposite of left turn lanes)
Speed limit 30 to 35 MAX.	
Safety issue.	

<b>Pedestrians crossing</b>	
Pedestrian crossing for Saltzman between Cornell and Filbert.	<p>Potential for pedestrian crossings opposite of left turn lanes at "T" intersections.</p> <p>Pedestrian connectivity throughout project. Pedestrian crossings at signals and other potential crossings where identified and warranted. Dependent on traffic study. All ramps will be ADA accessible.</p>
Dogwood signal – ped xing.	
Please, please a crossing from Dogwood or Filbert – or a signal for pedestrians (school children) and cyclists.	
Additional signals for pedestrians.	
Ped xing structures?	
Burton	
Hartford	
128th.	
Provide ped xing across Saltzman – Improve.	
General: Difficult ped xing across Saltzman, add crosswalk markings?	
Dangerous xing for ped at Marshall. I agree.	
Ped xing signal (at NW Hartford Street).	
Ped access on Greenleaf.	
Ped access – Driveway for St. Pius X off Saltzman	
Cross walk - Driveway for St. Pius X off Saltzman	
Cross walk crossing at NW Burton St.	
There's no good place for pedestrians to cross Saltzman except at Cornell Rd.	
There needs to be a pedestrian crossing across Saltzman between Kearney and Cornell so that people can cross safely when walking from their homes to the shopping. At Dogwood is ideal as well as at Filbert. A bridge would be best.	

Sidewalks	
5 ft curb-tight sidewalks	Sidewalks will be continuous. May vary in width. Primary 5-6 feet. Can be curb-tight where needed. Primarily grade-separated. Sidewalks on both sides.
Sidewalk curbs extensions	
Need wide sidewalk to accommodate garbage and possible mailboxes (from Greenleaf).	
Separated sidewalk planned?	
Saltzman between Cornell and Filbert: 1- East side of Saltzman curb & sidewalk should be shifted further east to accommodate any new required lanes (road width). 2- We request curb tight sidewalks (no wider than 5 ft).	
Make sure sidewalks are on both sides of Saltzman - from Cornell to Thompson. Currently, there are parts without sidewalks.	
Who pays for sidewalks....How much land will be lost to improvement?	
I look forward to having continuous sidewalks and bike lanes!	
The side walks are a great addition!	
Please leave space between street & sidewalks for safety (runners - kids biking) & aesthetics.	
Sidewalks on both sides are good. But there really needs to be a pedestrian island in the middle of Saltzman so folks can more safely cross the busy street. Marshall and Kearny are the intersections that need it most. Also. Blinking yellow lights (like @ Burton) would be Sidewalks all the way down to the library & Bales are a must. The current patchbook of paths - both formal & informal - are very pedestrian unfriendly.	
Intersections & Signals	
Will the intersection at Thompson and Saltzman Road be affected?	Signals will be installed where warranted. Locations will be identified upon completion of Traffic Study (currently underway).
Alternative Dogwood to Cornell intersection?	
Dogwood to Thriftway connection?	
Filbert- Left turn to Saltzman should be discouraged.	
Intersection not wide enough for 3 cars. Narrow to 2. (NW Burton and NW Saltzman).	
Signal at Burton.	
Need signal at Creekside eventually.	
Need signal at this intersection (128th and Saltzman).	
Traffic light or traffic circle at Burton St. and Saltzman.	
Need signal at NW Bauer Woods and NW Saltzman.	
Turning off Saltzman to Bauer Woods.	
Open this access on NW Harford St and NW Thompson Rd.	
Need signal @ Burton & Saltzman.	
I live on the corner of Marshall & Saltzman. If you do this you ...put stop signs at Marshall & Kearney and lower the speed to 25 mph.	

<p>I think that installing a traffic light on the intersection of 128th &amp; Saltzman will stop traffic and is a good idea. Look at the traffic flow in &amp; out of Bauer Oak &amp; Bauer Crest neighborhoods, to lessen congestion - ? Light.</p>	<p>Signals will be installed where warranted. Locations will be identified upon completion of Traffic Study (currently underway).</p>
<p>I am concerned about traffic breaks that allow people to pull onto Saltzman from the connecting side roads. We need enough stop lights to allow for breaks in traffic all along Saltzman. Unlike many of the people I have talked with, I'm concerned about the current speed limit as long as people can stop safely at the lights.</p>	
<p>Need for traffic lights favor one at 128th crossing.</p>	
<p>It's nearly impossible to make a left turn from Kearny onto Saltzman during rush hour. How will that be addressed?</p>	
<p>We need easy access in &amp; out of Thriftway.</p>	
<p>Eliminate obstructions to traffic flow such as the medians at Cornell &amp; Saltzman.</p>	
<p>A signal light needs to be installed at 128th &amp; Saltzman (entry to Bauer Oaks Estates). Entry/Exit to two major neighborhoods - very difficult during morning rush hour, and any time when traffic is heavy on Saltzman.</p>	
<p>Something also should be done to discourage the cut-through traffic on NW Marshall &amp; Kearney between Saltzman &amp; NW 119th</p>	
<p>Extremely dangerous intersection @ Burton &amp; Saltzman. Need traffic signal &amp; crosswalks. Too many parents from E side of Saltzman let their kids ride bikes to Terra Linda School.</p>	<p>Traffic calming and concerns over cut-thru traffic will not be addressed with this project (handled thru the Neighborhood Streets Program). Usually when major streets are improved, cut-thru traffic decreases.</p>
<p>Concern is with cut-thru traffic on Marshall St from Saltzman to 119th each morning and evening commuters. Possible solution - traffic light on Marshall St. Saltzman. Stop sign (both east &amp; west bound) at 124th and Marshall. Traffic calmers in Marshall. Concern - line of sight from ...Marshall St &amp; Saltzman (southbound cars on Saltzman)</p>	
<p>I hope no one decides to block off Kearney or Marshall. And the intersection of Saltzman &amp; Burton is very dangerous. A 3-way light might be helpful. If a stop light is installed at that intersection it could be very useful to post a yellow warning sign to alert speedy drivers heading north on Saltzman approaching the intersection. A cross walk on the north side of the intersection might be safer...see drawing.</p>	
<p>Please put a traffic light on the 128th Terrace / Saltzman road as it is extremely dangerous trying to turn left out to Bauer Oaks.</p>	
<p>Recommend light at 128th - Bauer Oaks. Would slow traffic for noise &amp; make it much easier to turn left.</p>	
<p>Highly recommend a light at Bauer oaks (128th). It is currently difficult to turn left and very dangerous for our kids walking/biking/to Terra Linda.</p>	
<p>Signal @ Burton.</p>	

Saltzman/Dogwood interchange. Between Cornell? Dogwood, there are many entrances/exits to businesses on both sides of the road, suggestion would be to close those with curb & make NW Dogwood the main entrance/exit to both Thriftway & to Library & businesses i.e. ....see map currently too commercial.	
I live at 1530 NW Saltzman Road. The house fronts Saltzman & we are concerned about the speed of traffic exceeding 35 mph. Cars, trucks & bike accelerate uphill creating terrible nose which affects quality of life in this neighborhood. What design elements will be used to control speed? How about speed bumps or more traffic lights?	

**Road Visibility**

Vertical curve Creekside-Thompson. Sight distance to short (can't see Bauer).	Sight distance issues and horizontal and vertical curves to be addressed thru the road design.
Sight distance issue (by NW Burton and NW Saltzman).	
Sight distances at Saltzman and NW Bauer was (North crossing) inadequate.	
Please improve the visual and clean this area (NW Coleman Drive and Saltzman Road). It could be a good area for turns.	

**Trees, Landscaping & Light**

Keep redwoods! Seconded! (between NW Dogwood St. and NW Filbert St.)	Project goal will be to minimize impacts to existing vegetation. Potential for landscaped medians where turn lanes are not needed Will Look at lower illumination requirements (lights are on sensors).
Landscape median?	
Save Trees – Area by NW Saltzman and NW Dogwood St.	
Garbage island. Clean up park and light.	
No linear illumination, or far more sparse population. Timer driven is another idea (dark-12am).	
Improve landscaping surrounding Bauer Crest neighborhoods - presently has weeds, garbage, ditch.	
Save trees!	
Limit or eliminate illumination.	

**Right of Way**

It would be good (for us) if you could cut a little bit more off the east side of the road and not mess up our yard too much by Filbert Street.	Still need to Identify impacts. Minimize impacts thru creative design.
How close to house can you go? NW Saltzman and NW Filbert St.	
Concern about impact. Too close? McKearney St and Saltzman.	
Property owner issue with purchasing any property.	

**Miscellaneous**

Access egress to side streets with volume of cars	
Area at entrance to Coleman Drive should be converted to small park type area.	Potential for landscaped area
Drainage issue (north of community center) church property.	Will be looked at during design.

Cars backing from homes on East side of Saltzman, just north of Kearney create problem.	Unless residents have circular driveways, will remain.
Newer subdivision concerned about accident history (Bauer Oaks).	Will be identified in Traffic study
High accident history. Lower speed on NW Burton St.	
Another roads should be built north of Thompson to take the traffic out in another direction - this planning should have been done before all of the houses where built what road planning where did they think ....those cars where going to?!!	Planning issue.
I hope road improvement happens on the back (west end of Saltzman, Laid Law so cars do not have to come down Saltzman.	Planning issue
Many people in the community care about safety as that seemed to be the common theme of comments. There are some small details that will likely help make this a homerun for the community. Also a timely effort & correct sequencing by general contractor is key.	Focus group input.
Our home backs to Saltzman and we are concerned about the possibility of increased traffic noise with the increase traffic flow. We are also concerned about the long length of time this project - (parts I & II) will be ongoing. What will be the affect on property values and our ability to sell our property? (with construction evident and ongoing) Thank you	Positive effect. Less road noise.
Will unsightly power lines be placed underground?	Anticipate overhead lines to remain above ground.
Question: How does this project solve the real Saltzman Road problems: access, egress and increased vehicle traffic? I live on Coleman Drive and have to wait upwards of five minutes to access Saltzman during busy periods. The vehicle volume will only increase in the future based on new construction. The traffic count at the Coleman intersection was 14,000 vehicles per day about four years ago and has probably increased dramatically since that time. I see no relief from our present traffic bottleneck in this Band-Aid plan. Let's address the real problem, increased vehicle traffic which will only get worse in the short and long run. Bicycle lanes and sidewalks look nice but do not solve the problem. Nothing has been done to solve the traffic problem since I moved in 1967. It appears to me that additional traffic - vehicle lanes are the best and most cost effective solution to this problem, now and in the future.	Turn movements. Access to Saltzman. Not increasing capacity.