

MURRAY BOULEVARD - HIGHWAY 26 TO CORNELL ROAD OPEN HOUSE #1 SUMMARY

Washington County hosted a public open house for the Murray Boulevard, Hwy 26 to Cornell Road project from 5:00 p.m. to 8:00 p.m. on Thursday, November 9, 2006 at the Christ United Methodist Church. The purpose of the open house was to introduce the project, gather community feedback and encourage further involvement.

A project newsletter with and open house announcement was sent to 1,200 households and businesses in the project vicinity on October 27, 2006. Staff members delivered copies of the newsletter/announcement to businesses and tenants within the project limits on Wednesday, November 8, 2006. The press release announcing the meeting was posted on the Washington County website and issued to 8 local newspapers, 17 local radio and television stations, and the OSU Extension Service.

Sixty-four (64) community members attended the open house. In addition, County staff members, consultants, and the County Commissioner for District #1 attended. Residents who attended the meeting were given an opportunity to view project information and provide comments to the County. (Summarized on the next page)

List of Staff Members in Attendance

- Alex Sander, Washington County
- Russ Knoebel, Washington County
- Rod Bliss, Washington County
- Jan Wilson, Washington County
- Susan Davis, WRG Design, Inc.
- Tony Roos, WRG Design, Inc.
- Kristi Crippen, WRG Design, Inc.

The meeting was an open house format with two brief presentations scheduled at 6:00 p.m. and 7:30 p.m. Alex Sander, Susan Davis, and Tony Roos introduced the project and gave a brief presentation about the project background, design process, and public involvement process. There were question and answer periods after each presentation, which allowed members of the community the opportunity to ask questions about the scope of the project and provide feedback.

The following graphic boards and information pamphlets were on display at the meeting:

- PAC Application Form
- MSTIP Flyers
- Right-of-Way Acquisition Process Pamphlets
- MSTIP History Board
- “Why Murray Boulevard?”
- Aerial Photo
- Roll Plot of Project Limits
- Typical 5-Lane Section
- “Road Improvements”
- Project Schedule
- Public Involvement Process Chart
- “What is a Project Advisory Committee?”

COMMENT SUMMARY (COMMENTS RECEIVED AS OF NOVEMBER XX, 2006)

Each attendee was encouraged to complete a comment form. The comments below have been typed verbatim from handwritten comment forms.

1. As residents of Glenridge Ct & Drive area, it is becoming increasingly difficult to get in and out of our development. We can only go North on Murray from Sherry. Then to get out on Cornell, there are only two ways: get out on Murray and go north and turn left, or go out at Dale and fight to make a left. To get in is even harder. Please consider better access to our 30 plus homeowners. What about purchasing the vacant lot at Sherry & Murray and connect to the light at Science Park drive?
2. In my experience, most evening traffic is on north Murray, turning left onto Cornell. Perhaps a right turn lane from Cornell to Murray is a bad idea for cyclists and pedestrians (this is close to Sunset HS), cars tend not to stop fully when there are no right turns lanes. Plus, this would help the transition of Cornell too from 5 lanes to 3 lanes.
3. Terrific meeting-very informative-sensitive and thorough discussion by reps. Specific concerns regarding this specific project: 1)Traffic impact to lower Terra Linda neighborhood(cut through?) during const. 2) How is this project coordinating/considering the Saltzman improvement and the Terra Lind cut through discussion (on- going?) 3) Why isn't 143rd considered as an important North/South arterial ?
4. We own the property at the intersection of NW Murray and Science Park drive, known as the "Cedar Mill Professional Buildings." We hope it will not be necessary to take any of our property on our side of NW Murray, as we would lose parking & not be able to function for lack of patient parking.
5. The impact on business owners, residents, needs to be seriously taking into consideration. The entire speech of this being justified by planning and ballots isn't in the best interests of those who actually reside, work, and spend time in this area. I implore you to be as forthcoming on this project as humanly possible. I hear a lot of lip service on relocation and assistance but what I don't hear is condemnation and possibility of damage to this area as commerce and residential areas.
6. The medical offices at 660 NW Murray often use their parking lot at 100% capacity. We cannot afford to lose any of the parking spaces.
7. 1) We need Tri-Met bus pull-offs on Cornell Rd (both sides) at the end of the first block from Murray. At 5:00 p.m. the bus will stop and block the single travel lane. The Cornell/ Murray intersection will gridlock. In general Tri-Met does not like to pull their buses off the highway, but because of bikes on the bus etc, it's often very slow for people to exit the bus, causing the light to cycle from green to red, with much of the green wasted. 2) The vertical alignment along Cornell road from Safeway through the intersections and beyond is very poor. The area in front of Safeway needs to be raised and the crest on Cornell east of Murray needs to be lowered in general Washington County can improve traffic flow in many intersections by improving vertical alignment but many underground utilities exist. 3) In the 2030 time frame will north/south through-traffic from (Bethany & N. Bethany to Hwy 26) use Cornell Road or Science Park Drive? In other words many people now use Science Park Drive to avoid Sunset High School and Safeway. You need to consider/account for north/south non-local traffic and look at both routes to 143rd from Hwy 26/Murray.

8. Concerned about cut through traffic on our street. We recently were impacted by Highway 26 traffic and construction staging on Murray and Mill Creek from that project. Our street tends to be a cut through without the additional projects and feel certain it would be in this case well. Our neighborhood would benefit from speed deterrents such as “speed bumps” as a means of lessening the negative impacts.
9. I am interested in how the proposed changes will affect the property access at the SW Corner of the Murray/Cornell intersection. Most importantly, will northbound Murray still be able to make a left hand turn into those properties?
10. Please make sure your office keeps this project to the full 5 lanes and not the disaster of the Cornell project between Saltzman and Murray where that ended up 2 lanes instead of the 4 lanes that were promised in the last flyer we received. The current 2 lanes and wonderful on-the-street parking on Cornell doesn't improve traffic flow. Cornell and Saltzman are still just as backed up as before the project. The Saltzman widening is great. That's well done and makes our morning commute better, but Cornell needs to be redone again.
11. Please have access to Joy Ave on Cornell (going east to west). There used to be access which is blocked now. It is causing great problems for people coming from Portland on Cornell to get into Joy Ave.
12. Please consider providing a bike lane on Murray north of Cornell, especially south bound. I commute by bike along this route, and the transition from no bike lanes north of Cornell to bike lanes south of Cornell can be dangerous. This is because a long line of cars can queue on Murray at the light, which bikes must negotiate.
13. 1) Near Science Dr and Murray I think there should be a refuge island for pedestrians who only get halfway across Murray before “walk wait” lights stop them. On Cornell at the Tillamook Creamery there is a good placement of such an island (near Bales and gas station) 74 feet of 4 plus lanes is a long, dangerous, slow walk for elderly, often in the dark. 2) I was pleased with Cornell widening even if its still is now 2-lane traffic as before. The turn lanes are a big help getting onto Dale from Cornell and ones at Saltzman, Cornell area.
14. Two lanes merge to one on the new section of Barnes. Needs better signing to alert the public that the lane ends.