



## MSTIP 3e Public Comment Summary Overview

July 22, 2016

### Overview:

#### Responses significantly exceeded expectations:

- **Our sincere thanks to everyone who responded! Over 1,300 comments were received** from three open houses, an online open house, letters and emails.
- By comparison, about 400 total comments were received on MSTIP 3d in 2012, and about 160 comments were received on MSTIP 3c in 2005.
- Online engagement continues to be very popular. Most comments were submitted through the online open house between April 29 and May 31.

#### Notes on Project Comments:

- Public input is critical to County programs like MSTIP. However, comments are not intended to function as “votes” for project candidates. While the number of comments or the level of support expressed for a project candidate may be indicative of public interest in a project, they are not intended to serve as the method for ranking or prioritizing project candidates.
- Generally, where one commenter provided input on multiple projects, the comments for each project were counted as unique comments. For example, a comment form included comments on three projects. Each of those three projects was credited with one comment.
- Land Use & Transportation (LUT) staff reviewed all comments and attempted to determine whether the commenter expressed support for the project, opposition to the project or did not express a clear position. For each project, this summary includes the percentage of comments expressing support for the project.
- Project candidate #204, Saltzman (Laidlaw to Bayonne), noted two potential roadway alignments being considered. Project candidate #406 (Farmington Rd / River Rd Intersection) noted that either a traffic signal or roundabout could be considered. For these projects, LUT staff also reviewed comments for stated alignment or intersection preferences and noted the percentages in this summary.
- A number of commenters suggested additional project candidates that were not on the project list developed in conjunction with the WCCC and provided to the public. Those suggestions have been summarized in the General Comments section at the end of this summary document.

**Organization of the Summary Document:**

The attached comment summary is organized as follows:

- By project number for the list of 34 candidate projects developed in conjunction with the WCCC.
- A summary of general comments received, including additional project suggestions received from the public.

**Verbatim comments:**

Verbatim comments for a particular project can be obtained from LUT. Please email [lutcomm@co.washington.or.us](mailto:lutcomm@co.washington.or.us) if you are interested in obtaining a copy of the verbatim comments for a particular project. Commenter names and contact information are not included in the verbatim comment documents.

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Candidate Proj. No.	Candidate Project Overview	Total Comments	Comment Summary	Agency Responses/Notes
<b>District 1 Candidates</b>				
<b>101</b>	<b>170th Ave (Merlo to Alexander)</b> \$22.0 million <i>Widen to 4/5 lanes, with protected bike lanes, sidewalks, pedestrian crossings to nature park, roundabout at Merlo, partial funding for Augusta Lane bicycle and pedestrian bridge.</i>	48	90% of comments (43) in support. Summary of comments, questions and concerns: - Supporters noted the lack of bicycle and pedestrian facilities, particularly on the east side, adjacent to THPRD's Nature Park, and that this is the last "unimproved" section of 170th/173rd Ave from Cornell to south of Farmington. - Safety or operational concerns with potential 170th/Merlo roundabout - Cost concerns - Some felt there are higher priorities; this could be deferred to advance other higher priorities - Consider separating the Augusta Lane pedestrian bridge from the 170th Ave project	
<b>104</b>	<b>198th Ave (TV Hwy to Farmington - south segment)</b> \$7.0 million <i>Widen to 3 lanes, with bike lanes and sidewalks. MSTIP 3e funds would supplement MSTIP 3d funds to complete improvements to entire corridor.</i>	70	94% of comments (66) in support. Summary of comments, questions and concerns: - Supporters noted safety concerns with the lack of bicycle and pedestrian facilities, particularly in the vicinity of the Edwards Center (on Kinnaman between 198th and 209th), and that it makes sense to complete the remainder of the project that was not funded with MSTIP 3d. - Those not in support felt there are other higher priority projects, such as 209th Ave.	Improvements to 209th from TV Hwy to Blanton are already funded (MSTIP Bonding Cost-sharing program), and development in South Hillsboro will contribute to future 209th Ave improvements.
<b>105</b>	<b>205th Ave (Quatama to Baseline)</b> \$5.0 million <i>Design for future bridge replacement and widening to 5 lanes, with bike lanes and sidewalks. This project was a MSTIP 3d candidate, but was not selected. Potential Willamette Water Supply Program pipeline colocation opportunity.</i>	47	94% of comments (44) in support. Summary of comments, questions and concerns: - Most noted the congestion experiences on this roadway and concerns about the safety of the narrow bridge. - One commenter questioned the need to widen the road to five lanes. - One commenter felt the project is not a high priority.	

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106	<p><b>209th Ave (Blanton to Kinnaman)</b> \$3.5 million <i>Widen to 5 lanes, with bike lanes and sidewalks. MSTIP 3e funds would complement previously-approved MSTIP Bonding Cost-sharing Program funding for improvements on 209th from TV Hwy to Blanton.</i></p>	28	<p>82% of comments (23) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Many support improvements to the entirety of 209th Ave between TV Hwy and Farmington.</li> <li>- Several commenters questioned why the segment of 209th north of this project is not being funded.</li> <li>- Others felt that development should be responsible for a significant portion of the project, or that the project will not be needed until development occurs in South Hillsboro.</li> </ul>	<p>Improvements to 209th from TV Hwy to Blanton are already funded (MSTIP Bonding Cost-sharing program), and development in South Hillsboro will contribute to future 209th Ave improvements.</p>
107	<p><b>Alexander St (178th to 192nd)</b> \$3.0 million <i>Concept planning/design for future town center street improvement including partial-movement signal at 185th and streetscape improvements.</i></p>	14	<p>50% of comments (7) in support; 29% (4) in opposition; 21% (3) had questions or did not express support or opposition. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Several comments support additional transportation improvements in the Aloha area, particularly the town center, noting the lack of bicycle and pedestrian infrastructure.</li> <li>- Others had questions about the potential "partial-movement" signal at 185th, or wanted additional project information.</li> <li>- Those not in support felt there are higher priorities or that the project should be evaluated following completion of the Aloha Town Center planning effort.</li> </ul>	<p>Details of the potential "partial movement" signal at 185th/Alexander have not been determined at this time, but pedestrian and bicycle crossings of 185th would be accommodated with such a signal.</p>
108	<p><b>Beaverton Arterial / Collector Sidewalk Completion Near Transit</b> \$3.5 million <i>Scattered-site project would complete sidewalk gaps on arterial and collector roads within 1/4 mile of bus and rail transit stops, as determined through additional analysis. The City of Beaverton has committed an additional \$875,000 to this project, for a total project budget of \$4,375,000.</i></p>	16	<p>88% of comments (14) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Many commenters supported this use of MSTIP funding to complete infrastructure for alternative travel modes.</li> <li>- Many encouraged provision of sidewalks and/or pedestrian crossings on various portions of Canyon Rd and TV Hwy.</li> <li>- Those not in support generally felt that other funding sources should be sought for these improvements - i.e. regional, state and/or federal grants.</li> </ul>	

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109	<p><b>Denney Rd (Hwy 217 to Scholls Ferry Rd)</b> \$6.3 million <i>Widen to 3 lanes, with bike lanes and sidewalks.</i></p>	17	<p>82% of comments (14) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Many support comments focused on the need for bicycle and pedestrian improvements to support transit use.</li> <li>- Several commenters in support of improvements recommended focusing primarily on bicycle and pedestrian facilities, and questioned the need to widen the road to 3 vehicle lanes.</li> <li>- Those not in support generally felt there are higher priorities.</li> </ul>	
113	<p><b>Highway 217 / Allen-Denney Interchange</b> \$450,000 <i>MSTIP allocation would provide local match needed for state-funded southbound split-diamond interchange. Project would improve safety and traffic flow on southbound Hwy 217 in the Allen-Denney area.</i></p>	36	<p>75% of comments (27) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Most agree this is a bottleneck that would benefit from the proposed improvements.</li> <li>- Several noted the benefit of leveraging state funding.</li> <li>- Several questioned the project's congestion benefit as proposed; some included alternative suggestions.</li> </ul>	<p>This project would be the first in a series of potential future mobility improvements on Hwy 217.</p>
115	<p><b>Millikan Way (Watson to Lombard)</b> \$9.4 million <i>New 2-lane collector, with bicycle and pedestrian facilities. Would improve access to Beaverton Transit Center.</i></p>	21	<p>81% of comments (17) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Most commenters liked the additional bicycle, pedestrian, and transit connectivity this project would provide.</li> <li>- Others noted the project would provide additional local vehicle trip capacity parallel to Canyon Road.</li> <li>- Those not in support felt the project's cost and impacts were relatively high for the benefit it would provide.</li> </ul>	

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### District 2 Candidates

<b>202</b>	<p><b>Garden Home Rd / Multnomah Blvd Intersection</b>                      \$1.0 million  <i>Intersection realignment and traffic signal, including bicycle and pedestrian facility improvements. Total project cost estimate is \$2 million. The City of Portland has also committed \$1 million.</i></p>	106	<p>97% of comments (103) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Many noted the existing safety concerns at this intersection due to its unusual geometry and the number of streets and driveways that come together at this location, leading to driver confusion and congestion.</li> <li>- Several commenters suggested considering a potential roundabout solution, or offered other design suggestions.</li> <li>- Two commenters felt improvements are not needed at this location at this time.</li> </ul>	
<b>204</b>	<p><b>Saltzman Rd (Laidlaw to Bayonne)</b>                      \$5.3 million  <i>Full improvement of existing alignment, including wider travel lanes, bike lanes and sidewalks; OR partial funding for improvement on "western alignment." This project would complement the Saltzman (Bayonne to Burton) candidate. Total project estimate is \$6.5 million. The remaining \$1.2 million is proposed from the Bonny Slope West funding plan.</i></p>	125	<p>98% of comments (122) in support. There are two potential alignments for the improved roadway: Existing or Western. Staff also reviewed the comments for alignment preferences (see below). Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Concerns about the safety of the current roadway and the desire to see improvements completed as soon as possible dominated the comments.</li> <li>- Some noted a potential concern with improving a road that might be realigned.</li> <li>- 16% clearly expressed support for the Western alignment only</li> <li>- 10% expressed support for the Western alignment, but were willing to support the Existing alignment if it would expedite improvement or minimize costs</li> <li>- 18% clearly expressed support for the Existing alignment</li> <li>- 4% expressed support for either alignment, without a clearly stated preference</li> <li>- 52% did not address alignment preference</li> </ul>	<p>No "throw-away" improvements would be made... if permanent improvements are constructed on the existing alignment, the western alignment would not be constructed in the future.</p>

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<b>205</b>	<p><b>Saltzman Rd (Bayonne to Burton)</b> \$9.7 million <i>Widen to 3 lanes, with bike lanes and sidewalks. This project would complement the Saltzman Road (Laidlaw to Bayonne) candidate and Thompson Road funding allocated through the MSTIP Bonding Cost-sharing program.</i></p>	53	<p>87% of comments (46) expressed support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Several commenters felt there are higher priorities, including the northern portion of Saltzman Road (Laidlaw to Bayonne).</li> <li>- Some felt this segment should be improved only if the northern segment of Laidlaw is also improved.</li> <li>- A few felt that only a few center left-turn lanes and bicycle and pedestrian improvements are needed for this segment.</li> </ul>	
<b>207</b>	<p><b>Springville Rd (PCC to Joss)</b> \$6.3 million <i>Widen to 3 lanes, with bike lanes and sidewalks. This project would complement previously-allocated MSTIP Bonding Cost-sharing Program funding for 185th/Springville improvements.</i></p>	33	<p>91% of comments (30) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Supporters generally noted safety deficiencies on this road due to narrow lanes and the lack of continuous bicycle lanes and sidewalks. These concerns are exacerbated by the pace of development in adjacent North Bethany and recent PCC expansion.</li> <li>- Several commenters suggested a traffic signal be included at Springville/Joss</li> <li>- One commenter suggested PCC and development should pay for the improvements</li> <li>- One commenter suggested lowering the speed limit</li> </ul>	
<b>209</b>	<p><b>Walker Rd (173rd to 185th)</b> \$10.1 million <i>Widen to 5 lanes, with bike lanes and sidewalks. This project was a MSTIP 3d candidate, but was not funded. The Walker Road segment to the east (173rd to Schendel) will be improved to 5 lanes beginning in 2016.</i></p>	40	<p>90% of comments (36) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Supporters generally noted concerns about the lack of bicycle facilities and increasing congestion on this east-west corridor between Hillsboro and Beaverton.</li> <li>- Several commenters supported adding bike/ped facilities, but not adding more vehicle lanes</li> <li>- Several suggested protected bicycle facilities</li> <li>- Some felt there are higher priorities, including Walker from Murray to Hwy 217 (Project #210)</li> </ul>	Funding for this proposed project would not be adequate to improve Walker Rd west of 185th.

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<b>210</b>	<p><b>Walker Rd (Murray to Hwy 217)</b> \$18.9 million</p> <p><i>Interim safety and capacity improvements, including bicycle and pedestrian facilities. MSTIP 3e funds would supplement MSTIP 3d allocation in order to allow some level of improvement to entire corridor, including intersection improvements at Walker/Murray and Walker/Cedar Hills.</i></p>	92	<p>87% of comments (80) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Supporters generally noted safety concerns due to lack of center turn lane and bicycle lanes, and the growing importance of this road segment for commuters between Hwy 217 and Nike.</li> <li>- Questions about "interim" vs. permanent improvements</li> <li>- Concerns about the perceived high project cost</li> <li>- Concerns about property impacts</li> <li>- Some expressed preference for a permanent 3-lane improvement (vs. the 5-lane TSP designation)</li> <li>- Provide one or more pedestrian crossings</li> </ul>	<p>If funded, this project would include alternatives analysis and public input opportunities in order to determine whether to construct interim or permanent improvements, and the extents of the improvements to be constructed based on available funding.</p>
<b>211</b>	<p><b>West Union Rd (185th to Cornelius Pass)</b> \$13.6 million</p> <p><i>Interim 2/3-lane improvement, with bike lane and sidewalk on south side and wide shoulder on north side. Future development north of West Union would complete 5-lane improvement.</i></p>	42	<p>79% of comments (33) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Supporters noted safety concerns due to lack of center turn lane and bicycle lanes, and the importance of this road segment for commuters between Bethany and Hillsboro.</li> <li>- Others felt there are higher priorities</li> <li>- Some felt development should pay more of the cost</li> </ul>	<p>This interim 2/3 lane improvement would leave the north side of West Union in "interim" condition, with the expectation that future development in the Urban Reserve north of West Union would complete the ultimate 5-lane improvements, including sidewalks and street lighting.</p>

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<b>District 3 Candidates</b>				
<b>302</b>	<b>121st Ave (Tippit to Whistler)</b> \$4.4 million <i>Construct bicycle and pedestrian facilities.</i>	29	79% of comments (23) favor the project. Summary of comments, questions and concerns: - Supporters stressed safety concerns due to the current lack of bicycle and pedestrian facilities and/or the importance of the route for bicycles and pedestrians. Summary of comments, questions and concerns: - Some suggested considering funding sources other than MSTIP for this improvement - A few questioned the importance of adding bicycle/pedestrian facilities on this stretch of roadway - A couple of comments expressed a desire not to see road widened to 3 lanes; just add bike/ped facilities	The proposed project scope would be focused on providing continuous bicycle and pedestrian facilities, and not on widening the road.
<b>303</b>	<b>Basalt Creek Pkwy Extension (Grahams Ferry to Boones Ferry)</b> \$3.0 million <i>Right-of-way and design development for new 5-lane roadway, with bike lanes and sidewalks. MSTIP 3e funding would complement prior federal funding for environmental analysis and design, and could serve as a potential future local match for outside funding for construction.</i>	28	86% of comments (24) in support. Summary of comments, questions and concerns: - Many noted the need for additional routes, particularly for freight, to I-5 other than central Tualatin. - Several noted concerns that Grahams Ferry Rd, Day Rd and the I-5 interchange may not have adequate capacity for additional traffic passing through the area upon completion of the current 124th Avenue/Basalt Creek Extension project between Tualatin-Sherwood Rd and Grahams Ferry Rd. - Two commenters felt that adequate roadway capacity exists in the area, or that the need for this improvement should be evaluated after completion of the current 124th/Basalt Creek extension project.	
<b>305</b>	<b>Bonita Rd / Sequoia Pkwy Intersection</b> \$1.25 million <i>Install traffic signal.</i>	20	80% of comments (16) in support. Summary of comments, questions, and concerns: - Those in support cited the existing congestion at this intersection and the difficulties making left turns, particularly during rush hours. - Those not in support felt the signal was not needed, would be too close to existing signals, or would add to current vehicle delays on Bonita Rd.	

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312	<b>Hall Blvd / Pfaffle St Intersection</b> \$760,000 <i>Install traffic signal.</i>	20	70% of comments (14) in support. Summary of comments, questions and concerns: - Several supporters noted increased traffic volumes and limited sight distance as concerns. - Others questioned the need for a traffic signal or had unrelated comments about potential improvements to Hall Boulevard.	
313	<b>Hunziker St (77th to 72nd)</b> \$1.25 million <i>Add sidewalk on north side, add bike lanes. Would provide a continuous sidewalk from Hall Blvd to 72nd Ave.</i>	14	79% of comments (11) in support. Summary of comments, questions and concerns: - Several noted the lack of pedestrian facilities in this area. - Several felt there are other higher priorities for MSTIP funding at this time.	
315	<b>Scholls Ferry Rd and Scholls-Sherwood Rd Spot Safety Improvements</b> \$13.0 million <i>Improve curves, widen shoulders, safety signage and other spot safety improvements (specific locations and improvements to be determined).</i>	28	89% of comments (25) in support. Summary of comments, questions and concerns: - Many noted the existing safety deficiencies and increasing traffic volumes on these roads. - Others recommended adding shoulders or widening existing shoulders - Several recommended a traffic signal at the Scholls Ferry Rd/Scholls-Sherwood Rd intersection near the Scholls community. - Several expressed a need to improve capacity on Roy Rogers Road. - Those not in support felt there are higher priorities or were concerned that safety improvements would increase speeds.	
317	<b>Tiedeman Ave (Greenburg Rd to Fanno Creek)</b> \$7.55 million <i>Sidewalks and bike lanes on both sides of Tiedeman; safety improvements to the North Dakota/Tiedeman intersection; connection to Tigard St Trail; possible signal at Tigard St.</i>	29	83% of comments (24) in support. Summary of comments, questions and concerns: - Many agreed bicycle and pedestrian improvements are needed. - Those not in support generally felt there were higher priority projects.	

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318	<p><b>Tualatin-Sherwood Rd (Teton to Langer Farms Pkwy)</b>                      \$31.5 million  <i>Widen to 5 lanes, with bike lanes and sidewalks. This project would complement MSTIP 3d funding for improvements on Tualatin-Sherwood/Roy Rogers Roads near Hwy 99W. Potential Willamette Water Supply Program pipeline colocation opportunity (west of 124th Ave).</i></p>	56	<p>95% of comments (53) in support. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Many felt the project is long overdue on a critical east-west commuter and truck route and presents a good opportunity for collaboration with the Willamette Water Supply Program.</li> <li>- Several expressed the need to improve capacity on Roy Rogers Road.</li> </ul>	
319	<p><b>Upper Boones Ferry Rd at Durham Rd</b>                      \$216,000  <i>Acquire right-of-way and construct sidewalk that was not built with recent Durham TDT project. This project would complement Durham's substantial TDT investment.</i></p>	8	<p>100% of comments supported the project.</p>	

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<b>District 4 Candidates</b>				
<b>401</b>	<b>231st Ave / Century Blvd Extension and Bridge (Baseline to Lois)</b> \$17.5 million <i>New 3-lane roadway and bridge, including bike lanes and sidewalks.</i>	70	60% of comments (42) in support; 30% (21) in opposition; 10% (7) had questions or did not clearly express support or opposition. Summary of comments, questions and concerns: <ul style="list-style-type: none"> <li>- Those in support generally noted the connectivity benefit of the project, particularly for traffic between employment in northern Hillsboro and existing and future residential development in southern Hillsboro.</li> <li>- Those opposed to the project generally expressed concerns about impacts to adjacent neighborhoods and/or Noble Woods Park.</li> <li>- Some noted concerns about the project's cost in relation to its perceived benefit.</li> <li>- Several posed questions about the project re: alignment and impacts.</li> </ul>	
<b>403</b>	<b>Cornell Rd (Brookwood to 48th)</b> \$5.4 million <i>Dual eastbound and westbound left turn lanes at Cornell/ Brookwood; dual eastbound left turn lane at Cornell/48th. Would leverage \$1.3 million allocated for southbound auxiliary lane on Brookwood.</i>	44	91% of comments (40) in favor. Summary of comments, questions and concerns: <ul style="list-style-type: none"> <li>- Most comments noted the existing congestion on this stretch of Cornell.</li> <li>- Many noted the need for additional turn lanes at the Brookwood/Cornell and Cornell/48th intersections.</li> <li>- Several noted a concern with the proximity of the Brookwood/Veterans Dr signal, and the fact that Brookwood has only a single southbound lane south of Cornell.</li> </ul>	
<b>404</b>	<b>Church St (3rd to city limit)</b> \$680,000 <i>Reconstruct street with curbs, sidewalks, bike lanes and on-street parking. The City of Gaston has committed to provide an additional \$40,000 for a total project budget of \$720,000.</i>	9	56% of comments (5) in favor. Summary of comments, questions and concerns: <ul style="list-style-type: none"> <li>- Supporters noted the benefits to the local community.</li> <li>- Those not in support generally questioned the need for bike lanes, or had concerns about property impacts and project cost.</li> </ul>	

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406	<p><b>Farmington / River Rd Intersection</b> \$6.3 million <i>Install traffic signal and turn lanes or construct roundabout.</i></p>	45	<p>82% of comments (37) in favor. Staff also reviewed the comments for roundabout or traffic signal preference (see below). Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Many noted the existing congestion at the current 4-way stop.</li> <li>- 70% of respondents expressed a preference for either a roundabout or traffic signal. Of those, 60% favored a roundabout; 40% a traffic signal.</li> <li>- Several noted concerns about roundabout designs, potential property impacts, and the need for turn lanes if the intersection were signalized.</li> </ul>	
407	<p><b>Hwy 47 / Maple / Fern Hill Intersection</b> \$13.6 million <i>Safety improvements, including potential traffic/crossing signal. Alternatives analysis would be conducted to determine specific safety improvements. On Tualatin Valley Scenic Bikeway route. Total project estimate is \$15.1 million. Proposed MSTIP allocation equals 90% of project budget. City of Forest Grove has committed to fund 10% of the total project cost.</i></p>	39	<p>79% of comments (31) in favor. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Most noted safety concerns at this intersection, particularly for pedestrians, cyclists and those visiting the Fern Hill Wetlands.</li> <li>- Others felt the intersection operates adequately, or that a signal would impede traffic flow on Hwy 47.</li> <li>- A few felt the project cost estimate seems too high or the scope needs to be refined prior to funding.</li> </ul>	<p>The planning-level project cost estimate is relatively high, given the uncertainties of the potential scope of improvements. Complicating factors at this location include being on a high-speed ODOT highway and the proximity of a railroad crossing.</p>
408	<p><b>Main St / Banks Rd / Cedar Canyon Rd Intersection</b> \$6.3 million <i>Intersection safety improvements; improved pedestrian and bicycle access to Banks-Vernonia trailhead.</i></p>	22	<p>73% of comments (16) in favor. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Several noted safety concerns due to the unusual configuration of the intersection, the speed of traffic approaching from the north, and significant bicycle usage due to the Banks-Vernonia trailhead, particularly on weekends and in the summer months.</li> <li>- Others felt there are not significant safety concerns or that there are higher priorities.</li> </ul>	
409	<p><b>Main St (Banks to Oak Way)</b> \$1.0 million <i>Curb, sidewalk, bike lane and striping improvements.</i></p>	11	<p>91% of comments (10) in favor. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Most noted the significant increase in bicycle traffic through Banks and a desire to see the road improved for cyclists.</li> </ul>	

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410	<p><b>Martin Rd (Hwy 47 to Verboort Rd)</b> \$7.75 million <i>Widen travel lanes and provide 8-foot shoulders. This project was a MSTIP 3d candidate, but was not funded. Total project estimate is \$8.6 million. Proposed MSTIP funding equals 90% of project budget. City of Forest Grove has committed to fund 10% of the total project cost.</i></p>	25	<p>72% of comments (18) in favor. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Many noted this is a key commuter and freight link between Forest Grove and Hwy 26.</li> <li>- Several noted the need for a traffic signal or roundabout at Hwy 47/Martin Rd.</li> <li>- Those not in support felt there were other higher priorities.</li> <li>- Others suggested simply adding a signal at Hwy 47/Martin Rd, or other alternatives to reduce the project's cost.</li> </ul>	
412	<p><b>TV Hwy / 29th Ave Intersection</b> \$2.0 million <i>Install signal, add turn lanes, construct railroad crossing. City of Cornelius would fund any additional project costs beyond \$2 million MSTIP funding.</i></p>	7	<p>71% of comments (5) in favor. Summary of comments, questions and concerns:</p> <ul style="list-style-type: none"> <li>- Supporters cited the difficulty of turning left onto TV Hwy at 29th, and the upcoming development of Cornelius' 2014 UGB expansion area south of TV Hwy, including a proposed public school.</li> <li>- Those opposed felt there are higher priorities, or that adding more signals on TV Hwy could impede traffic flow.</li> </ul>	

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### GENERAL COMMENTS

N/A	Comments not addressing specific projects on the MSTIP 3d candidate list	33	<p>Refer to separate General Comments document. Comments included:</p> <ul style="list-style-type: none"> <li>- Notes regarding the MSTIP program's eligibility requirements.</li> <li>- A concern about lack of emphasis on public transit in County transportation planning.</li> <li>- Concerns about several roadways not on the MSTIP 3e candidate list.</li> <li>- Requests for improvements to several roadways not on the MSTIP 3e candidate list, including:                             <ul style="list-style-type: none"> <li>- 113th Ave (extend from Rainmont to McDaniel)</li> <li>- 185th Ave (TV Hwy to Farmington)</li> <li>- Farmington Rd (185th to 198th)</li> <li>- Hwy 47 / B St intersection</li> <li>- Kaiser Rd (south of Springville)</li> <li>- Kinnaman Rd (sidewalks between 198th and 209th)</li> <li>- Laurelwood Ave (sidewalks between Beaverton-Hillsdale Hwy and Scholls Ferry Rd)</li> <li>- Roy Rogers Rd (Borchers to Bull Mountain Rd)</li> <li>- Shackelford Rd (extend from 185th to west boundary of North Bethany)</li> <li>- Tualatin-Sherwood Rd (additional widening from Teton to I-5)</li> <li>- Walker Rd (Hwy 217 to Canyon Rd)</li> </ul> </li> </ul>	Project candidates not on the MSTIP 3e 150% list may be eligible for consideration in future MSTIP funding rounds, or may be candidates for funding from other sources.
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### TOTAL COMMENTS 1325