

PROJECT ADVISORY COMMITTEE MEETING #1 SUMMARY

The first Project Advisory Committee (PAC) meeting for the 125th Avenue Extension Project was held on October 7, 1997, from 7:00 to 9:30 p.m. at the Conestoga Middle School Library. The meeting's purpose was to provide project information to orient PAC members to the project, and to discuss issues of concern to PAC members.

I. WELCOME/INTRODUCTIONS

PAC members were thanked for their willingness to serve on the committee. Self introductions were made. Over 2,200 newsletters were distributed to local property owners announcing the project and the upcoming Open House on October 14, 1997. The mailing list will be expanded to include some of the commercial properties east of the initial mailing area and south of Hall Blvd.

II. PROJECT HISTORY

The project chronology was presented. In 1972, the 125th Avenue Extension Project was adopted as part of Beaverton's Comprehensive Plan. Since that time preliminary studies and most of the needed right of way acquisitions have occurred. In 1988, a Comprehensive Plan Amendment included connections with Greenway, Barberry Drive, Stillwell Lane, and Green Lane (cul-de-sac Green Lane at Hall Blvd.). Last year funding was allocated for the Alternative Design Development process, which has just been started. Previous cost estimates for the project vary between \$4 and \$5 million. Final design and construction has not yet been funded.

III. PUBLIC PARTICIPATION PROCESS

The public participation consultant's role will be to assist with communication and information sharing between the City, the project team, and the community. She will be a liaison to the community, answer the project hotline, and will assure that the design process is community guided and that citizens receive accurate information, and responses to their questions in a timely manner. There will be six PAC meetings and four public Open Houses. The PAC is an advisory, not decision-making committee, and regular attendance is encouraged. Alternates should be designated if regular attendance is not feasible. Committee members will assist other team members at the public Open Houses. Next summer, at the end of the process the PAC will be asked to recommend a preferred design alternative at the City Council hearing where community members will also be able to testify.

IV. PROJECT APPROACH AND SCHEDULE

The 125th Avenue Extension is identified as a two to three lane arterial, designed to carry traffic away from neighborhood streets and direct it to other arterials. The City of Beaverton's Draft Transportation System Plan goals were presented. The 125th Avenue Extension is expected to reduce cut-through vehicular traffic and improve safety on surrounding neighborhood streets, and will support the projected transportation needs for a north/south roadway connection through the year 2015. A noise specialist will be contracted to take background noise levels, develop projections based on traffic volume

projections, and make recommendations on whether sound walls are needed. The noise specialist will present these findings to the PAC and will describe the standards and basis for the recommendations.

PAC member comments included:

- Will sound walls be needed? Where will sound walls be located and how high will they be? Adding trees instead of a sound wall may seem good to someone that doesn't live next to the roadway. Trees may not be effective in blocking the sound, but a sound wall may be better.
- Some homes are on high ground now. If the roadway is depressed, it seems they should be protected against most of the noise.

A traffic study by DKS Associates (completed in December 1996) was presented and discussed. The findings reinforce the need for this new roadway. Sorrento and other nearby neighborhood streets should experience reduced traffic volumes. The Greenway/Hall intersection is at capacity now during the peak hour of travel and will need major intersection improvements without the 125th Extension. Additional traffic studies will be done during the final design process. Someone from DKS will make a presentation at the next PAC meeting to clarify the information and answer questions.

PAC member comments included:

- We realize traffic studies are very expensive and cannot be all inclusive but it seems that more information is needed than what is in the traffic study. When specifically is the peak hour referenced in the study? Did it include traffic generated by Albertsons?
- The morning peak hour sometimes seems worse than the afternoon because of school buses and parents driving their children to school.
- Traffic engineers should look at turning movements relative to Metro's LOS standards and see if that makes any difference in the preceding study.
- Concerns were expressed about the traffic from Scholls Ferry cutting through neighborhoods if Scholls Ferry is not improved.
- Will more traffic go onto neighborhood streets if toll roads are constructed on 217 or other interstates in the area?
- What impact will the Nimbus connection between Hall and Denney Rd. have?
- Were Murray and Scholls Ferry cut through traffic volumes included?
- How can a traffic model identify where traffic is coming from or where it is going?
- Did the computer model include light rail? Would there be more cut-through traffic on Brockman between Murray and Hall if the 125th Extension is built? The traffic study predict less traffic on Brockman. Why is this?

INITIAL DESIGN CONCEPT

An alternative cross section was presented and discussed. The initial design concept features: a depressed roadway where feasible; 2 travel lanes; a raised (landscaped) or striped median; left turn lanes at intersections; curb tight and/or meandering sidewalks; intersections with Stillwell Lane and Barberry Drive/Green Lane. Bike lanes located on the roadway are for use by commuters or adults who use bicycles as a mode of transportation--not children. Children will most likely ride on the sidewalks. Intersections with Brockman/Greenway and Hall Blvd. have some design issues with sight and vehicle

stacking distances. Sound walls and retaining walls may be needed in some locations. Design speed may be 40 mph to be consistent with the existing 125th.

PAC member comments included:

- Since the City already has more right of way than is necessary, maybe meandering sidewalks can be located away from the roadway. It would provide a safer environment for pedestrians and children on bicycles.
- Will this design preclude future expansion of the roadway?
- In the future all of these roads will be at capacity. People will eventually need to shift to other modes or change work hours to travel to and from work.
- The road should not look like an expressway that encourages people to go at faster speeds.
- Traffic backed up at the 125th/Brockman/Greenway Intersection is now causing problems for people trying to get in and out of Oxbow. How will the new intersection design address this issue? If the City closes Oxbow, then how will emergency trucks be able to access the neighborhood?
- Will the connecting neighborhood streets encourage people to go part way on the Extension and then turn off to cut through a neighborhood? Don't devastate our neighborhoods with even more traffic. Can traffic calming devices be added to the connecting streets to discourage these movements?
- The Hall/125th Extension Intersection looks unsafe. Traffic coming around the corner and over the hill from the west will not be able to see the intersection until they are on it. Green Lane seems like a much better connection location. It would be safer because it provides a longer distance for cars to stack waiting for the signal. It would preserve a neighborhood green space and also save the large trees near Hall Blvd. Cresmoor/Hall intersection is bad now. If the intersection is at the existing 125th Avenue right of way and Hall Blvd. then the stacking of vehicles will block Cresmoor at Hall Blvd. If it became part of a signalized intersection with Green Lane it would be much safer. (Several committee members were interested in the consideration of a Green Lane connection. Any connection change would need a comprehensive plan change. The City will bring this concept back to the committee for further discussion.)
- Will the road be designed with bus pullouts for Tri-Met or school buses? What are Tri-Met's plans for this road? (The team will talk with Tri-Met and report back to the committee.)
- The school district's number one transportation priority is the safety of school children. In some areas children are bussed even if they live closer than a mile and a half from school--if children must cross busy streets or walk along unsafe streets.
- If there is a landscaped median it will need maintenance. This should be considered.
- There are three schools along 125th Avenue and cars go too fast. The speed for this road should be 35 mph or less not 40 mph.
- Area signals need to be synchronized with the new signalized intersections so traffic will flow.
- Will it be possible to include a curved free right turn for vehicles traveling south bound on Hall Blvd. and turning onto the 125th Extension?

- Will there be a traffic signal at Stillwell since it is a collector? If there is, it will direct traffic into the neighborhood.
- Will both Barberry and Stillwell be connected even knowing that traffic volumes on both streets will increase?
- Street lights should not glare into adjacent homes. Use special directional bulbs or shields to keep the light away from homes.
- What are the future classifications of streets in the project area? What are existing and future LOS of area streets? (The PAC will receive this information prior to the next meeting.)

WHAT'S NEXT?

The next PAC meeting will be held at the same location on November 4, 1997, and will begin at 6:30 p.m., in response to PAC member recommendation. Meeting summaries will be included in the information packet mailed prior to each PAC meeting. If a member needs it sooner please call Trudy Rippe. PAC members were also encouraged to attend and assist at the public Open House on October 14, 1997, at Conestoga Middle School Commons at 7:00 p.m.

Attendees:

Don Swan
 Byron DeLuca
 Jim Persey
 Ed Vilhauer
 Ann Frainey
 Randy Smith
 Milton Missfeldt
 Kathy Burry
 Eric Johansen
 Dan Maks
 Carl Prenner
 Steve Ladd
 Joel Howie
 Terry Waldele
 Randy Wooley
 John Osterberg
 Trudy Rippe

Handouts:

Agenda
 PAC Membership List
 Public Participation Target Schedule
 Project Schedule
 125th Avenue Extension Traffic Analysis
 Project Fact Sheet
 Alternative Cross Section
 Mailing Notification Area Map
 Initial Design Concept Map
 Project Newsletters

Community Members:

John Hendricks
 Joy-Gay Pahl
 Kent Kacir