

125th AVENUE EXTENSION PROJECT

PROJECT ADVISORY COMMITTEE MEETING # 2 SUMMARY

The second Project Advisory Committee (PAC) meeting for the 125th Avenue Extension Project was held on November 4, 1997, from 6:30 to 9:30 p.m. in the Conestoga Middle School Library. This meeting's purpose was to develop project goals and objectives, discuss community comments received from the first Public Open House and from the *Community Transportation Needs and Values Survey*, and to present some preliminary alternative features and design criteria. For more detailed information please refer to the various handouts listed at the end of this summary.

I. WELCOME/UPDATES:

PAC Meeting #1 Summary: The PAC Meeting #1 Summary was adopted with a minor revision in the description of a curving free right turn lane from Hall Blvd. onto the 125th Extension heading south. Meeting summaries serve as documentation of topics discussed by PAC members, and of information provided and discussed with project team members.

Open House #1: The first Public Open House was held on October 14, 1997, and was attended by nearly 60 community members. A member requested a copy of the attendance map. Because the map would be difficult to duplicate and the Public Open House written summary states that most attendees were either adjacent property owners or lived along side streets that may connect with the 125th Avenue Extension, it seemed unnecessary.

Survey Results: Over 200 *Community Transportation Needs and Values Surveys* were completed by community members and returned to the project team. This yield of nearly a 10% return was very high, and was more than anticipated. As a result, it enabled the project team and PAC members to clearly see the depth and breadth of some major issues and concerns. The Survey summary noted and described some preferred roadway features, significant issues identified from the surveys, and comments received from the Public Open House. The eight most significant issues were:

1. Reduce cut-through traffic on neighborhood streets.
2. A new road will harm neighborhood livability.
3. Minimize impacts to adjacent and nearby property.
4. Reduce congestion and improve traffic flow.
5. Safety for all users—school children, pedestrians, bicyclists and drivers.
6. Speedup the process and get it constructed.
7. Reduce the number of speeding motorists.
8. Spend tax dollars wisely.

PAC members commented that the interpretation of the summary results was accurate and descriptive of the preferences and issues of this polarized community.

PAC Member Reports: Jim Persey, Greenway NAC representative presented four concerns from his NAC discussions: 1) Traffic noise; 2) Do not close Oxbow; 3) Provide a pedestrian overpass at Stillwell, and do not connect Stillwell on the east side of 125th; and 4) Separate sidewalks from the roadway. Carl Prenner referred to a listing of environmental issues that included noise, air, visual, water, social, and soil. Roadway water runoff is required by law to be mitigated within the design. For example, storm water runoff is required to be treated and filtered prior to discharge into any stream, lake or body of water. The law requires a certain amount of treatment for every square-foot of impervious (roadway) material placed. Many environmental issues will be addressed within the design process.

Project Updates:

- ▶ The newsletter mailing area was expanded to include businesses along Hall Blvd. near Greenway. Newsletters were hand delivered to those additional addresses.
- ▶ Young Park of Tri-Met stated that Tri-Met is currently developing its transit master plan, with an expected release date of September 1998. He will evaluate the potential for running buses on 125th Avenue and will provide a written reply to the project team.
- ▶ Blair Crumpacker, from Washington County Planning had difficulty in locating any current information regarding sound walls. There might have been some recent changes in regulations that would be best described by a noise specialist.
- ▶ The noise specialist scope of work was presented and discussed. The City plans to have a noise specialist under contract for this project by December 15, 1997. The selected consultant will provide written information to the PAC, and will explain methods of study and analysis. It was suggested that the scope of work include a request for a cost per decibel reduction figure for each potential mitigation measure.
- ▶ The air specialist scope of work was also presented and discussed, even though this task is not included in the project budget. A study was done some time ago and used several receptors along Sorrento and Hall Blvd. The old study may be inadequate for current project needs. PAC members felt that an air quality analysis will be very important in determining the extent of impacts to the community by the various alternatives. They wanted to know if overall area air quality will be improved or worsened, and will a depressed roadway or trees make any difference in air quality?

PAC RECOMMENDATION: The PAC recommended hiring an air specialist who should use a phased approach for their services. Phase 1 would include a discussion (at a PAC meeting) of the types of studies and information that would be pertinent for this project. Phase 2 would be the implementation of the defined services, if the PAC determines the air studies may prove useful.

Community comment: A citizen asked which parcels of land are yet to be acquired for this project, and if adjacent landowners would have direct property impacts. It was stated that two small parcels need to be acquired, but that additional homes may be displaced if the alignment eventually goes along Green Lane. It was also shown that a few adjacent property fences are within the existing City's right-of-way and would be required to be moved back to their legal property lines.

II. DRAFT GOAL AND OBJECTIVES:

A Draft Goal and Objectives statement was presented and discussed. The survey responses and community comments from the Public Open House provided the foundation for this statement. The original draft was modified during the discussion to reflect PAC views. The Goal and Objectives statement will be used as

a measuring stick for the comparison of the evolving alternatives. They will be used in tandem with other tools for comparison (e.g., cost, technical analyses, air & noise impacts, etc.). The Goal and Objectives listed below will be adopted at the next PAC meeting, unless further revisions are needed.

PROJECT GOAL AND OBJECTIVES

GOAL:

To design a safe, arterial roadway with minimal community impacts, while meeting multi-modal transportation needs to the year 2015.

OBJECTIVES:

(not listed in order of priority)

- ▶ Protect neighborhood security, quality of life, and livability.
- ▶ Enhance neighborhood and community access, by multiple transportation modes, to schools, local services, shopping, and work.
- ▶ Reduce and discourage cut-through traffic on neighborhood streets.
- ▶ Provide safe travel for pedestrians, bicyclists, and motorists.
- ▶ Minimize impacts to adjoining properties.
- ▶ Reduce congestion, and enhance smooth, safe, efficient traffic flow.
- ▶ Complete the design process in a timely manner.
- ▶ Provide a long-term cost-effective solution.

III. TRAFFIC CONDITIONS UPDATE:

The DKS traffic services scope of work, to be approved by the City Council on November 17, 1997, was reviewed and discussed. Three main items are included in the scope: data collection, focused analysis, and meetings. It will be important for DKS to start the additional traffic studies as soon as possible, to avoid the unusual holiday traffic patterns.

PAC Member Comments Included:

- ▶ Traffic on Sorrento is actually speeding up over time, as well as increasing.
- ▶ Is a select link analysis needed? Is it important to know where traffic is coming from?
- ▶ What happens if Stillwell Lane and/or Barberry Drive are not connected to 125th Extension?
- ▶ We need a focused analysis and comparison of a Green Lane/Hall Blvd. intersection and the existing 125th Extension right-of-way intersection with Hall Blvd.
- ▶ We need projected traffic volumes on additional neighborhood streets.
- ▶ The community expressed cut through traffic as its number one issue. How do we know that this new road won't attract a lot of cut through traffic.

IV. AREA STREET CLASSIFICATIONS:

An updated area street classification map was handed out. It lists the existing classification (types) of roadways, as well as the City's Draft Transportation System Plan's new classifications (not yet adopted). Committee members were reminded that this project will be adhering to the Draft TSP classifications because it will be adopted in Spring 1998.

V. PRELIMINARY ALTERNATIVES:

Roadway Alignments: Two potential alternative horizontal alignments, and two vertical profiles were presented for discussion. Also, various design standards including stopping distance, horizontal curves,

and intersection site distance standards were distributed and explained. Horizontal roadway alignment “A” connects with Hall Blvd. within the acquired right-of-way and horizontal roadway alignment “B” connects with Hall Blvd. at Green Lane. Vertical alignment “A” averages an overall depth of five feet, and vertical alignment “B” is generally at-grade. The Brockman/Greenway/125th intersection will need to be reconstructed with this project to improve sight distances and to safely accommodate projected traffic volumes.

PAC Member Comments Included:

- ▶ I’m concerned that horizontal alignment “A” might impact wetlands.
- ▶ What are the impacts from horizontal alignment “B” to the new town houses on Green Lane?
- ▶ Will traffic calming devices be constructed on connecting or other impacted area streets with this project?

Cross Sections: Four roadway cross section drawings were distributed and discussed.

1. Cross Section “A” featured sidewalks separated from the roadway by a planter strip, bike lanes on the roadway, and a landscaped center median with left turn lanes at intersections.
2. Cross Section “B” featured meandering sidewalks away from the roadway, planted areas next to the roadway, bike lanes on the roadway, and a landscaped center median with left turn lanes at intersections.
3. Cross Section “C” featured a roadway section with sidewalks next to the curb, bike lanes on the roadway, a paved center median with a continuous left turn lane.
4. Cross Section “D” featured sidewalks separated from the roadway by a planter strip, bike lanes on the roadway, and no median, except for striped center turn lanes at intersections.

PAC members thought that Cross Section “A, B, and D” were each in some way responsive to community concerns. They include landscaping which improves the aesthetics of the roadway, and the sidewalks offset from the roadway addresses preferences for an enhanced pedestrian environment.

PAC Member Comments Included:

- ▶ It was suggested that one cross section include bike lanes offset from the roadway. (It was noted this may be possible, but the median would have to be paved for emergency access.)

PAC RECOMMENDATION:

The PAC recommended that Cross Section “C” be dropped from further consideration. An expanse of pavement unbroken by landscaping might encourage faster speeds, was not visually appealing, and did not appear as safe as the other cross sections.

VI. COMMUNITY COMMENT:

No citizen comments were added.

VII. WHAT’S NEXT?

After much discussion, the PAC decided that we should hold a December 9th PAC meeting only if DKS has adequate time to prepare for it. Otherwise, the meeting with Randy McCourt from DKS to discuss traffic analysis, should be scheduled for January 6, 1998. Then a meeting with the contracted noise specialist should be scheduled for January 20, 1998. February 3, 1998 will then be a follow-up meeting with Randy McCourt of DKS.

Attendees:

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

Community Member:

Sharon Heiner

Handouts:

Agenda
Open House #1 Summary
Survey Compilation
Survey Summary
PAC #1 Meeting Summary
Revised Roadway Classifications
Revised Mailing Area
Revised Project Information Sheet
Draft Project Goals and Objectives
Scope for Noise Specialist Services
Scope for Air Pollution Specialist Services
Scope for Transportation Specialist Services
Engineering Design Criteria for Vertical Curves, Horizontal
Alignment, and Intersection Sight Distances
Four Potential Roadway Cross Sections (A,B,C, & D)
Plan A - 125th Extension Connecting with Hall Blvd. within
acquired right-of-way
Plan B - 125th Extension Connecting with Hall Blvd. at Green Lane
Plan A Profile - Depressed Roadway Averaging 5' Depth
Plan B Profile - At Grade Roadway