

PROJECT ADVISORY COMMITTEE MEETING # 3 SUMMARY

The third Project Advisory Committee (PAC) meeting for the 125th Avenue Extension Project was held on January 6, 1998, from 6:30 to 9:30 p.m. in the Conestoga Middle School Library. This meeting's purpose was to adopt project goals and objectives, discuss the recent Traffic Analysis, Cross Section E, and the Revised Roadway Profiles C & D. For more detailed information please refer to the various handouts listed at the end of this summary.

I. WELCOME/UPDATES:

Attendees were welcomed and informed that the meeting would be another work session and that specific recommendations about alternatives would not be sought during this meeting. The project team is attempting to provide available technical information, prior to the narrowing of alternatives phase of the project.

Summary Adopted: The summary from PAC Meeting #2 was adopted with a revision to the section about Greenway NAC concerns. It should state that Oxbow should be left as it is now and all other references to street closures should be deleted. The NAC has not made specific recommendations on connection or closures of side streets to the new 125th Avenue Extension.

Committee Member Changes: Steve Ladd, Beaverton School District and Terry Waldele, City of Beaverton Engineering, will be continuing their involvement in the project as Resource Members to the PAC. They may attend future meetings to address specific issues and will be sent meeting agendas and summaries.

Environmental Issues: Carl Prenner distributed an updated list of environmental issues.

Tri-Met: Tri-Met has not formally responded stating their future plans for 125th Avenue Extension. They have expressed verbal interest in past conversations and a written update is expected for the next meeting.

Consultants Contracted: The traffic analysis, air quality and noise consultant services agenda bills were discussed. The air quality specialist will be Martha Moore from TW Environmental. The air quality services will be divided into two phases as recommended at the last PAC meeting. Phase 1 is for meeting with the PAC to describe and clarify conditions and to provide informational literature, and Phase 2 will be to perform an intersection air quality modeling study. Concerns were expressed that the air quality study should be performed because of potential impacts to adjacent homeowners. However, it was mentioned that air quality studies are usually performed only on interstate projects, and that smaller projects with less traffic volumes typically do not have adverse air quality impacts. This issue will be discussed in detail with the air quality specialist at the next PAC meeting.

The noise specialist will be Michael Minor from Michael Minor & Associates. A concern about the number of noise monitoring locations not being sufficient was expressed, as well as the height of the measuring instruments. The noise monitoring location map has 18 of the 20 sites already listed, and the remaining two sites will be located at the discretion of the noise specialist, if necessary. It was noted that the number of sites totaling 20 was considerably more than used on most projects of this size. Clarification questions were asked that will be responded to by the noise specialist at the next meeting.

II. PROJECT GOAL AND OBJECTIVES:

The PAC adopted the Project Goal and Objectives without any changes or discussion.

III. TRAFFIC CONDITIONS UPDATE:

Randy McCourt, DKS Associates, presented a summary of the findings from the 125th Avenue Extension Draft Traffic Analysis Technical Memorandum. The memo evaluates and considers key issues that were voiced by community members at the Public Open House and also from PAC member comments. All computer modeling and analysis are based on the year 2015 traffic volumes. The four issues addressed in the technical memorandum are: 1) the impacts related to the number of connections made to 125th Avenue, 2) the effects of speed reduction on traffic volumes along 125th Avenue, 3) evaluation of queuing (vehicle stacking) at several locations, and 4) evaluation of aligning 125th Avenue with Cresmoor Drive/Green Lane.

1. The impacts related to the number of connections made to 125th Avenue (pages 1-11).

A prior traffic study provided a cursory look at the benefits and impacts of the 125th Avenue Extension (see page 3 of the Technical Memorandum). The Technical Memorandum uses Beaverton's Draft Transportation System Plan as its basis, and considers projected traffic generated by the new high school and other expected area employment activity. It is assumed that 135th and Hyland Way will be connected and that Scholl's Ferry will have seven lanes. Model assumptions are based on no signalized intersections on 125th Avenue Extension, except at both ends on Brockman and Hall Blvd. The study area is generally within less than a mile radius of the proposed roadway. Any traffic passing through the area from outside this boundary is considered through traffic—not local traffic. Typically, cut-through traffic travels at faster speeds than local or neighborhood traffic. If the project was built today, approximately 1,000 vehicles would be diverted from other area roadways during peak hours to 125th Avenue extension. Traffic volumes on Sorrento Road will be lower than it is today, and there will be a lower percentage of cut-through traffic, resulting in traffic traveling at lower speeds if 125th Avenue Extension is constructed. Beaverton's Lombard Study indicates that this higher percentage of neighborhood traffic results in a lower (85th percentile) speed compared with higher volumes of through traffic.

Figure 3 indicates existing peak-hour traffic volumes on area streets. Table 2 summarizes the change in traffic volumes on several neighborhood street segments under various street connection scenarios and Table 3 summarizes changes on several arterials, and one collector street. Figure 5 indicates existing PM peak hour neighborhood traffic volumes. With more street connections, the vehicle impact is diffused over a broader area. If connections are made only on the west side of 125th it will prevent cut through traffic to Greenway. It is understood that any connection through an existing neighborhood deadend street will add considerable traffic to that street.

Side street connections to 125th Avenue Extension are key if a primary goal is to eliminate cut through traffic on neighborhood streets. The more connections made to 125th, the more traffic will be reduced on other area streets. If one connection is eliminated, then another street will carry heavier volumes of traffic. A Davies connection on the east side does not significantly affect Sorrento traffic. Research conducted by Donald Applegard in “*Livable Streets*” concluded that neighborhood vehicle volumes greater than 2,000 to 3,000 per day generated significant concerns and complaints, and were considered unlivable by neighborhood residents.

Barberry (west), Davies (east), and Stillwell (west) are shown connecting with 125th in the city’s draft transportation system plan and are used as the base condition. Barberry attracts the greatest traffic volumes of the local street connections, but doesn’t have any houses fronting on it and minimal cars parked along it (unlike Stillwell and Davies). Traffic from the Ridgecrest neighborhood typically accesses the neighborhood at Bel Air Drive/Denney Road. It is currently difficult to turn left at Hall Blvd. onto or off of Cresmoor because there are few gaps in traffic to make these turns.

PAC Member Comments Included:

- ▶ Even with less cut-through traffic in the area, Davies neighbors definitely do not want Davies connected from 125th to Greenway, because it would make a quick cut through route to Albertson’s and would congest Greenway with cars making left turns across traffic at peak hours.
- ▶ Are travel patterns affected with Carr not being aligned exactly with Stillwell? (Team response: Yes it is possible but the queue lengths are only 3-4 vehicles during the peak hour so it would not make a significant difference.)
- ▶ Isn’t Davies Road too narrow for additional traffic? Homeowners park on that street and there is no way to get two vehicles past each other at once. (Team response: The street width is around 30’ which is consistent with neighborhood roads in the area. This is not any different than other neighborhood connections in the City.)
- ▶ Does the Nimbus connection show additional cut-through traffic on Greenway? (Team response: No.)
- ▶ How accurately does the model predict future traffic volumes and movements? (Team response: The model is based on the Metro model, but the destinations and attractions are more refined for the Beaverton area. See page 13 for more information on the computer model. Each neighborhood and employment center is detailed in the model. The new high school is considered an employment center and traffic volumes increases are not expected to be significant. The model predicts trends very well, but the vehicle volumes cannot be taken as absolute numbers. They indicate general volumes for the sake of comparisons area wide.)
- ▶ Can you add level of service and volume/capacity ratio for Greenway/Hall intersection to Table 3? And can you also run a link of 1, 3 and 4? (Team response: Yes, we will provide this additional data.)
- ▶ How much cut through traffic is projected if Scholls Ferry is not improved to seven lanes and congestion gets worse? What (Team response: There would be an increase of between 50-100 cars in the peak hour. Even without the improvements, the traffic volumes shown on Carr are not significantly increased.)
- ▶ Are there any topographical problems with connecting Stillwell to 125th? (Team response: No. On Stillwell (west) the grade is 11.3% but still can be connected to meet city standards.)

- ▶ It sounds like you're saying that the more streets connected to 125th, the better? (Team response: Yes that is true. More connections make less impacts on each street and spreads the traffic volumes out over more streets. Even with all of the connections made, there will be a significant impact on the streets which are currently deadends.
- ▶ PAC members also asked several clarification questions about area traffic movements, traffic volumes, and street connections which were answered in the Technical Memorandum.

2. The effects of speed reduction on traffic volumes along 125th Avenue (pages 11-14).

Initially the City will set the speed zone (probably 35-40 mph), but it will be reviewed by the state speed control board that typically sets speeds based on the 85th percentile speed. There are three types of speeds: 1) design speed, 2) posted speed, and 3) objective or urban design speed. The design speed for an arterial roadway is 45 mph (City standard) because of safety and liability reasons. The posted speed will probably be 35 or 40 mph. The state speed control board can be petitioned by the city to reduce the posted speed. It might be possible to change the entire length of 125th Avenue to a posted speed of 35 mph because of the three schools along it. The PAC will eventually recommend an objective speed related to the streets urban design. Different types of cross sections may influence the objective speed. It will be important for 125th to be posted consistently from end to end, to avoid driver confusion when traveling its length.

PAC Member Comments Included:

- ▶ Are pedestrians at risk with higher speeds? (Team response: As long as there is enough site distance and ability for drivers to see pedestrians easily, pedestrian safety should not be a problem.)
- ▶ The speed on Davies was changed from 25 to 30 mph and the traveling speeds actually were reduced noticeably. Apparently, if drivers feel a posted speed is too low or unreasonable then they will select their own speed. But if a roadway is posted reasonably, they adhere more closely to the posted speed. This is exactly what happened on Davies.
- ▶ Don't traffic speeds affect noise? (Team response: They may. This will be a good question to have answered by our noise specialist at the next PAC meeting.)

3) Evaluation of queuing (vehicle stacking) at several locations (pages 14 & 15).

Queue lengths were evaluated at several key locations in the study area to determine whether adequate stacking distance is available. Adequate left turn stacking will be available at study intersections, with the exceptions of westbound traffic from Greenway at 125th, the Greenway/Hall intersection, and the Hall/Hart intersection. The Greenway/Hall intersection will need future improvements and widening without 125th Avenue Extension. Estimated left turn vehicle queue lengths and peak-hour traffic volumes were presented and discussed. It will be necessary to restrict turn movements (to right turn in/out only on Oxbow, or add a median on Greenway, or with improved signage), at the Oxbow Terrace/Greenway intersection.

PAC Member Comments Included:

- ▶ Drivers will not wait in long lines of cars to make a turn. They will cut through neighborhoods instead. Stacking distances are important. If the lines are short and traffic moves through an intersection rapidly it discourages cut throughs.

4) Evaluation of aligning 125th Avenue with Cresmoor Drive/Green Lane at Hall Boulevard (pages 16&17).

The advantages of this alignment are improved safety and access to Hall from the Ridgecrest/Cresmoor neighborhood, minimal wetland impacts, and the elimination of queuing distances at nearby intersections. The disadvantages are higher costs, additional right of way needed on Green Lane perhaps displacing some homes, impacts to the townhouses that face and that access onto Green Lane, and the additional traffic volumes through Ridgecrest neighborhood. If the existing right of way connection is made at a signalized intersection with Hall Blvd., it may preclude any future signalized intersections at Cresmoor or Ridgecrest because signals would be too close together on Hall Blvd. to operate efficiently. The Cresmoor/Green alignment is operationally okay, but the Ridgecrest neighborhood may get extremely upset, due to added traffic and the potential for cut-through traffic. They are already complaining loudly to the city about excessive, speeding, cut-through traffic on their neighborhood streets. For these reasons the existing right of way alignment is preferred by the transportation specialist for the 125th Avenue Extension connection at Hall Blvd.

PAC Member Comments Included:

- ▶ If 125th connects to Hall Blvd. at Green Lane, Cresmoor could be closed anyway. If it is not connected, it would be important for pedestrians and bicycles to still have access through the intersection.
- ▶ Could traffic heading south on Hall Blvd., making a right turn onto 125th have a free flowing right? (Team response: No, because of potential bicycle/pedestrian/vehicle conflicts. The intersection works well, however a separate overlap traffic signal phase can be included on Hall Blvd., which will help operationally. A specialized signal will be required at the plan A alignment.)

IV. PRESENT AND DISCUSS REVISED PROFILES AND CROSS SECTIONS

Cross Section E: Cross Section E was developed at the request of the PAC at its second meeting. It features offset bike lanes separated from the sidewalks by a grade separation. The 6-foot paved median is necessary to accommodate emergency vehicle access (20-foot minimum). Also, planter strips indicated in any of the cross sections will be 8-feet wide to meet current city standards. Narrower planter strips do not allow adequate room for tree roots to spread, causing damage to sidewalks and curbs. The eventual cross section choices will be dependent upon the number of connecting streets. If there are no connections, then a median will not be needed along the entire length to accommodate left turn traffic.

PAC Member Comments Included:

- ▶ What do commuter bicyclists think of this Cross Section? (Team response: The city's BIKE Task Force will be contacted and asked to review and comment back to the PAC on all of the typical sections, from a commuter bicyclist perspective. Also, this design has been constructed on 155th near Sexton Mountain School. The team will inquire about its success.)
- ▶ It was suggested that photos of existing streets, reflecting each of the cross section types, should be presented to the PAC since it is hard to visualize the differences by looking at the drawings.

- ▶ Cross section E should state that the raised median is paved.
- ▶ For family safety and bicycling it seems like this is a good idea. It provides a much better bicycling environment than being next to cars on the roadway.
- ▶ Potential pedestrian/bike conflicts were also a concern of several of the PAC members.

Revised Profiles C and D: Revised Profiles C & D were presented and discussed and will replace profiles A and B. Profiles C and D reflect a 45 mph design speed which is required by City design standards. (Profiles A and B reflected a 40 mph design speed.) The major changes include a 45 mph vertical curve, improved site distance at Barberrry/Green Lane (465 feet versus 415 feet for a 40 mph corner site distance) and a greater K value on the vertical curves, which must be greater than 80. (The K value is equal to the length of the vertical curve divided by the algebraic difference between the profile grades.) Design speeds are usually at least 5 mph greater than the posted speed. This adds a safety factor that includes vehicles above the 85th percentile speed group. Design exceptions can be made to reduce the design speed, but there are no exceptions for any existing sections of 125th Avenue.

V. WHAT'S NEXT?

The fourth PAC meeting will be held in Classroom A-2 on January 20, 1998 at Conestoga Middle School, and will include presentations by the project's Air Quality and Noise Specialists.

Attendees:

Jim Persey
 Ed Vilhauer
 Ann Frainey
 Randy Smith
 Milton Missfeldt
 Carl Prenner
 Sharon Hiner (alt. for Kathy Burry)
 Eric Johansen

Dan Maks
 Byron DeLuca
 Joel Howie
 Randy Wooley
 Trudy Rippe
 Randy McCourt

Handouts:

Agenda
 PAC #2 Meeting Summary
 Revised Roadway Profiles C & D
 Project Goal and Objectives
 Revised Environmental Issues List (provided by Carl Prenner)
 Traffic Analysis Technical Memo from DKS Associates
 Agenda Bill for Noise and Air Quality Specialist Services
 Agenda Bill for Traffic Analysis Services
 Potential Roadway Cross Section E

Community Members:

Kent Kacir
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