

125TH AVENUE EXTENSION PROJECT

PROJECT ADVISORY COMMITTEE MEETING #5 SUMMARY

The fifth Project Advisory Committee (PAC) meeting for the 125th Avenue Extension Project was held on February 10, 1998, from 6:30 to 9:30 p.m. at Conestoga Middle School. The meeting's purpose was for PAC members to review the current status of the ongoing Noise and Traffic Studies. For more detailed information please refer to the handouts listed at the end of this summary.

I. WELCOME

Attendees were welcomed and introduced.

II. NOISE STUDY UPDATE

Michael Minor, Michael Minor & Associates, distributed a handout that listed the project's 17 noise monitoring locations, the 35 noise computer modeling locations, and the preliminary noise levels at those locations. Existing noise levels and future noise levels for the Roadway Profiles with speeds at 35/40/45 mph were also described. Most of the noise modeling is complete, except for some of the mitigation measures (sound walls). The sound walls will have varied heights depending upon each property's need. Sound wall location, with regard to the roadway, is currently being determined. It appears that it may be best for the walls to be located near residential property lines for the most benefit, particularly in bermed areas.

Two areas will be problematic along the project, if connections are made with side streets. Stillwell (east and west) and Barberry (east) will necessitate the wrapping of the sound walls to go around the corner and to step down to meet the side street grades. Even so, there will be a fair amount of noise that will go around the walls (perhaps 4-5 dBA higher than today). Davies (east) and Stillwell (east) have not yet been modeled, but will be done to provide complete information on all potential connections. Although this roadway is complex for noise mitigation, it is expected that the dBA levels will be kept below the maximum (increase of 10 dBA or over 65 dBA). During final engineering design, each home would again be monitored for background noise levels to fine tune the model calibration.

When construction occurs, it will be noisy. The Noise Study Report will recommend that the sound walls be constructed before the roadway to reduce noise during the construction period. Typically construction noise can be as high as 85-90 dBA and occurs on weekdays and Saturdays, not on Sundays or holidays. A noise mitigation plan can address noise issues during construction.

Some errors were noticed on the tables in the handouts and will be corrected for the next meeting and included in the Draft Noise Study Report. More information will be presented at the next PAC meeting, and will include wall locations, heights, and types. The Draft Noise Study Report will include an executive summary of noise impacts and their mitigation measures and noise wall costs and will be distributed at the next PAC meeting.

PAC member comments included:

- ▶ On the pages of the handout that list the 35 noise locations, would it be possible to add location descriptions? (Team: Yes.)
- ▶ Homes all front and have driveways directly onto Stillwell. The street is narrow and with all of the cars parked along the road it may not be reasonable to connect Stillwell to 125th Avenue Extension. Barberry doesn't have houses fronting it and also not as much on street parking so it would be more reasonable to connect Barberry to 125th Avenue Extension.
- ▶ Our neighborhood seems noisier in the winter. Why? (Team: The readings include a constant background noise from Hwy 217 and Greenway. The noise levels were taken at the worst peak traffic hours. It often seems noisier in the winter because there is considerably less foliage, and water on roadways increases vehicle noise.)
- ▶ It looks like the Plan A/ Profile C @ 35 mph Table indicates that noise on Barberry, if it is connected will not be greater than the existing readings on Sorrento. Is this correct? (Team: Yes.)
- ▶ Can individuals construct their own sound barriers? (Team: Necessary sound walls will most likely be included with this project. However, if someone else wanted to construct a tightly sealed 6-foot fence, it may reduce noise by as much as 5 or 6 dBA's depending upon its location. City fence codes would apply.)
- ▶ Do sound walls lessen noise on the second floor of homes? (Team: A five-foot height is used for monitoring. The Federal Highway Administration (FHWA) does not mitigate for second floor impacts. Their requirements are for first floor impacts only. Traffic noise levels taper off after 10:00 p.m. as volumes significantly decrease.
- ▶ Why are we designing for 45 mph when community members want to slow the traffic down to make it safer? (Team: The speeds indicated in the Profiles are design speeds not necessarily posted or desired speeds. The design speed of 45 mph is to allow for adequate sight distances and curve lengths.)
- ▶ Won't houses that are elevated above the roadway be noisy? Won't the road be noisier at homes that directly view it? (Team: Possibly, until the sound walls or berms are added. With a wall near the property line, the sound should not get over the wall. The adjacent properties back onto 125th Avenue Extension and should be mitigatable. This is an ideal situation except for the side street connections. The townhouses on Green Lane cannot be mitigated because they front and are too close to Green Lane.)

III. TRAFFIC STUDY UPDATE

Randy McCourt, DKS, distributed and presented an addendum to the Traffic Analysis Technical Memo traffic study. It included revisions to Tables 2 & 3 from the original memo and answered five questions that were not addressed in the memo.

Question 1 addressed cut through traffic when the model area was expanded to an area west to Murray and south to Weir/Conestoga. The modeling resulted in a more than 80% reduction in the volumes of cut through traffic on Sorrento.

Question 2 addressed the impacts to traffic volumes on 125th Avenue if Scholls Ferry Road is not widened to seven lanes as indicated in the Draft TSP. Traffic on both 125th Avenue and Sorrento Road would increase by 50 to 70 vehicles per hour in the evening peak hour.

PAC member comments included:

- ▶ It seems that everything points toward the need for connecting Barberrry at the very least. It pulls the most traffic off Hart and Sorrento.

Question 3 addressed additional information requested by PAC members to be included in Tables 2 & 3. These tables show traffic volumes with or without various combinations of side street connections. The City's Comprehensive Plan indicates connections at Stillwell (east and west) and Barberrry (west), but not Davies (east). It is evident that the Barberrry connection makes the biggest impact on traffic volumes on 125th Avenue Extension. Barberrry plays the biggest single role in reducing neighborhood traffic volumes.

Question 4 addressed mitigation measures that would be necessary if 125th Avenue were not extended. This evaluation indicated significant impacts to Greenway, and the need for three additional turning lanes at the Hall/Greenway intersection, and the need for a four-lane Greenway section from Hall to 125th. Other impacts to Murray and Hall would be severe. Tables A & B described impacts and mitigations that would be needed on other area roadways. Without the extension of 125th Avenue, the whole area-wide system goes out of balance with many roadways experiencing E & F levels of service (LOS). The numerous projects needed to mitigate for no extension would be very expensive and unworkable.

PAC member comments included:

- ▶ What happens if other improvements are done without the additional lanes on Greenway? (Team: Greenway would not function well. Greenway alone would need almost several million dollars of improvements at Hall/Greenway intersection alone. Widening of other major arterials would cause severe impacts and costs. Overall costs would be prohibitive. There is not a reasonable alternative if the 125th Extension is not built.)

Question 5 addressed changes in traffic operation LOS on Hall Blvd. intersections if the various street connections are or are not made. The 125th Avenue connection to Hall Blvd. is the major relief to Hall/Greenway. If no side streets are connected to 125th Avenue Extension, the mid-section of Sorrento will continue to experience major traffic impacts. The LOS does not change at either Greenway/125th or Hall/125th intersection whether side streets are connected or not. It is important that connections be made for bicyclists and pedestrians at all side streets, even if they are not made for vehicles.

PAC member comments included:

- ▶ What connections impact Sorrento traffic the most? (Team: Barberrry makes the biggest difference, and then Stillwell west is next.) The east side street connections don't make a significant difference on Sorrento traffic volumes.
- ▶ The Greenway/Brockman/125th intersection works fairly well today, even without a left turn pocket. It doesn't seem like Oxbow will need to be closed when the intersection is improved

and has left turn lanes. (Team: To operate safely it may be necessary to place an obstruction on Greenway and allow only right turns in and right turns out of Oxbow.)

- ▶ The ambulance and emergency services come from Brockman. How will they get to Oxbow in a timely manner if they can't turn left across the median? (Team: Medians can be designed to accommodate crossing by emergency vehicles and fire trucks.)
- ▶ Which connections are the most important? (Team: In the traffic specialist's opinion, the priority should be: 1) Barberry, 2) Stillwell east, 3) Stillwell west, and 4) Davies.)
- ▶ Why is Stillwell east ranked #2? (Team: Because it relieves Oxbow traffic and allows them another way in and out of their neighborhood. Stillwell west might allow stacking problems that would conflict with Sorrento traffic.)
- ▶ The 1988 Comprehensive Plan indicates that Stillwell east and west will be connected. If they are, then we won't need to get a comprehensive plan amendment for their connection.
- ▶ Stillwell is a narrow street. Won't on-street parking need to be removed if it is connected to 125th? (Team: This situation is typical for other area streets. Many of them only allow passage of one car at a time. There will be a no parking zone on Stillwell near the connection to 125th for adequate sight distance to see oncoming cars.)
- ▶ It will be inconvenient for Oxbow traffic not to be able to turn left across Greenway unless Stillwell east is connected. If Stillwell or any of the side streets are connected, it will be important to add traffic calming devices to encourage slower traffic.
- ▶ How will pedestrians cross 125th Avenue Extension safely? (Team: If there is a left turn lane at Stillwell, a median can be provided to act as a refuge for pedestrians crossing 125th. If there is very heavy pedestrian use over time, then additional devices (flashing lights, cross walk, etc.) can be added later. If Barberry is connected, a left turn lane will allow a median at that location for the same purpose.
- ▶ Will there be any conflicts with the fire code that states 20 ft. is needed for fire vehicles? (Team: There would still be two 12-foot lanes and six-foot bike lanes and the raised median would be low enough not to prohibit emergency vehicle use.)
- ▶ Will there be any traffic signals at Stillwell or Barberry if they are connected? (Team: So far there is no indication that any of the connections would meet signal warrants. However, the team still needs to evaluate whether one is needed at Barberry if Barberry becomes the only connection. A signal costs approximately \$125,000.)
- ▶ It seems like it would be safer for pedestrians to travel over an overpass. How much does a pedestrian overpass cost? (Team: Approximately \$175,000 for one similar to the pedestrian crossing over Greenway. For a crossing of this type to be used, it needs to be at-grade on at least one side.)
- ▶ Kids are crossing the existing 125th Avenue all of the time without accidents, and across Brockman too. This won't be a different situation, as long as they can easily see traffic in both directions. They can use the signal at 125th Avenue and Brockman/Greenway.
- ▶ Will Cresmoor be closed to left turns like Oxbow if 125th Avenue doesn't connect at Hall/Cresmoor? (Team: Yes. It would stay open but would need to be limited to right in and right out turns only. This neighborhood has very limited access to Hall Blvd. A 125th connection at Cresmoor/Green Lane would be convenient but would be a radical change in

traffic volumes. There may be at least 10,000 vehicles per day going by the townhouses on Green Lane and from 900-1,700 vehicles per day on Cresmoor.)

- ▶ Will Alpine be connected in the near future? It seems like I heard that it was. (Team: We don't know, but will find out and report back at the next meeting.)
- ▶ Wouldn't the Green Lane Cresmoor connection be good for the Ridgecrest neighborhood and distribute the traffic over more streets? (Team: Not necessarily. In this situation it might actually attract more vehicles because it will provide a convenient cut through.)

IV. MISC. PROJECT BUSINESS

PAC #4 Meeting Summary: The meeting summary for the PAC #4 meeting was adopted with a few minor revisions that will be included in the final summary and sent to PAC members with their next meeting packet.

Local Street Similarities: Carl Prenner distributed a matrix he had developed comparing the project's cross sections to similar streets in the community. Most of the streets shown have a 35 mph or lesser posted speed.

BIKE Task Force Meeting: Joel Howie attended the city's BIKE. Task Force meeting to present and solicit comments from a commuter bicyclist perspective on the project's cross sections. As a result, two task force members attended the PAC meeting, and are planning to attend subsequent PAC meetings to represent the bicyclist perspective. They presented the BIKE Task Force's recommendations to the PAC.

Cross sections A, B, & D looked good. Cross section E was not desirable for several reasons. Debris removal would be non-existent with the separated bike lane. Any connections with side roads would be very dangerous and could potentially cause bicycle/vehicle conflicts. Cyclists sometimes ride in the opposite direction of vehicles when riding on a separate bike lane making it very dangerous at intersections when drivers are looking in the opposite direction for oncoming vehicles or bicycles. There would also be conflicts with slow moving joggers, children, dogs, and pedestrians. Commuter bicyclists prefer traveling smoothly and quickly along on-street bike lanes, as it reduces accidents and improves safety. The purpose of a designated bike lane is not for recreational use, but is for commuting and traveling as a mode of transportation.

PAC member comments included:

- ▶ I don't like to ride my bike along the road. It's not safe for me or younger children. I want the bike path separated from the street. (Team: Statistics prove that on-street bike lanes result in fewer accidents.)
- ▶ Isn't it safer for children to be farther away from the road traffic? (Team: No. They cannot be seen as easily by drivers, particularly coming up to an intersection. Children are expected to use the sidewalk, which can be up to 10-feet wide.)
- ▶ Some schools produce maps designated the safest routes for use by school children riding or walking to school.
- ▶ I almost hit a bicyclist the other day because he was going the wrong way on a bike lane. It

is very dangerous when a driver is not expecting anyone to be coming from his right. I think cross section E is dangerous and not a good idea.

PAC RECOMMENDATION:

The PAC recommended that Cross Section E be dropped from further consideration for the reasons given by the BIKE Task Force.

Tri-Met: Tri-Met has stated verbally that they prefer buses to stop while on the road, blocking traffic. They do not expect to need bus pull offs along 125th Avenue Extension. The team is still waiting for a formal written statement from Tri-Met.

Vose NAC Meeting: Joel Howie attended last month's Vose NAC meeting. They discussed the connection of 125th Avenue Extension via Green Lane. The NAC board thought it looked like a good idea and that it would provide a safe access to the Ridgecrest neighborhood. Since the Green Lane alignment is moving forward for further consideration and review by the public, a representative from a directly impacted street (Cresmoor, Blakeney, etc.) will be selected for the PAC.

V. WHAT'S NEXT?

The next PAC meeting will be held on March 3, 1998 at the Elsie Stuhr Center. Typical sections and profiles will be reviewed, and preparations will be made for the upcoming Public Open House (April 7 or April 21). A newsletter will be sent to the project mailing list two weeks before the Open House and it will include a survey asking community members to state their preferences for alignment, typical sections, and profiles.

Attendees:

Jim Persey
Ed Vilhauer
Ann Frainey
Randy Smith
Milton Missfeldt
Carl Prenner
Kathy Burry
Eric Johansen
Dan Maks
Randy Wooley
Joel Howie
Trudy Rippe
Michael Minor
Randy McCourt

Handouts:

Meeting Agenda
Draft PAC #4 Meeting Summary
Excerpts from Draft Noise Report
Traffic Study Additional Information
Street Features Matrix

Community Members:

Kent Kacir
Dave McClure
Thomas Crosslin, BIKE Task Force
Boyd Osgood, BIKE Task Force

