

125th Avenue Extension Project

PROJECT ADVISORY COMMITTEE MEETING #6 SUMMARY

The sixth Project Advisory Committee (PAC) meeting for the 125th Avenue Extension Project was held on March 3, 1998, from 6:30 to 9:00 p.m. at the Elsie J. Stuhr Adult Leisure Center. The meeting's purpose was to review the current status of the Noise Study, and to discuss preparations for the Public Open House on April 21, 1998. For more detailed information please refer to the handouts listed at the end of this summary.

I. WELCOME

Members and attendees were welcomed. Bob Glasgow was introduced as a new PAC member, representing the Cresmoor/Ridgecrest neighborhood. He has lived in the neighborhood for 36 years and has been active within the community for more than 25 years.

II. PROJECT BUSINESS

PAC #5 Meeting Summary: The meeting summary for the PAC #5 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.

Tri-Met: The team is waiting for a written statement from Tri-Met describing expected bus services and needs for the 125th Avenue Extension.

Citizen Traffic Report: Kent Kacir lives within the potentially affected area on Fielding Court and is a traffic engineer. He reviewed the 125th Avenue Extension Traffic Analysis Technical Memorandum and presented his ideas to the committee. In his opinion the Traffic Study is responsive and reflects the need for the project, since traffic will be considerably reduced on Sorrento, Hart and Greenway. He does not feel that cut-through traffic speeds will be reduced by the extension. Vehicle stacking at Oxbow should necessitate turn restrictions onto Greenway. The Green Lane alignment is difficult to support technically since the Cresmoor/Ridgecrest neighborhood is completely built without adequate roadways to support the increase in traffic from the extension. He felt the Technical Memorandum meets the needs of the project and that PAC members are doing a good job. More detailed information is provided in Mr. Kacir's March 1, 1998, e-mail to Joel Howie (distributed at the meeting).

Davies Connection with 125th Avenue Extension: Eric Johansen researched his records for any mention of a Davies connection with 125th Avenue Extension. A Davies connection is not indicated in the City's 1988 comprehensive plan.

Alpine Drive Connection: No connection of Alpine Drive is included in either the City's comprehensive plan or the draft transportation system plan.

III. NOISE MITIGATION UPDATE

Michael Minor presented the most recent noise mitigation findings. The computer modeling process has proven to be very complex and has resulted in more than 3,000 noise level projections. The model has included walls from 4-12 -foot heights in an effort to determine optimal mitigations along the roadway. Noise levels have proven to be fairly consistent along the alignment. Noise wall mitigations will be limited to approximately the 125th Avenue Extension project length (including the 125th/Brockman/Greenway intersection area) and will not be added to Hall Blvd. or other nearby roads as a result of this project. Tightly built wood fencing might be adequate in some areas, but concrete sound walls are easier to maintain and provide the best surface for reflecting noise. In some areas, the residual effect of the sound walls may even provide a noise reduction to the second row of houses away from the roadway. Most likely the sound walls would be constructed just outside of private property limits on city property. All of the recommended sound walls meet ODOT requirements for cost-effectiveness and need. The depressed roadway option would improve noise over the non-depressed roadway option.

Stillwell (west) intersection will be the most difficult sound wall construction, because of the sloping ground, but is doable and can be accomplished. If Barberry connects to 125th Avenue Extension, the sound wall would continue north beyond the intersection and end at the property line between the condominiums and the apartments. The northeast side of this section on Preliminary Alternative #1 would not include any sound walls because it is currently undeveloped property. Preliminary Alternative #2 has not yet been evaluated but is expected that the sound wall would wrap around the corner on the east side of 125th Avenue Extension. It would not follow Green Lane on either side due to the close proximity of residences to the road.

Models have been run to mitigate for the 45 mph speed, the worst case scenario, and it appears that the increased noise levels along the proposed roadway are mitigatable. The PAC recommended that further computer models be run using the 45 mph worst case scenario, in an effort to limit the data and make it more manageable. Five more receivers will be added in the Stillwell area and their levels will be incorporated into the final evaluation. Bicycle and pedestrian access can be located at all of potential side streets, whether they are connected for vehicles or not. For more detailed information, refer to the noise mitigation handout. Displays and detailed information will be available at the upcoming open house and will indicate locations and height of recommended sound walls.

PAC member comments included:

- ▶ Will the computer model indicate how deeply the roadway should be depressed to limit sound wall heights? (Team Response: You will be able to determine this information from the data that will be provided.)
- ▶ It would be nice to keep the sound walls as low as possible. More height blocks views and huge walls are not attractive. (Team Response: This is a discussion that can be held with adjacent property owners. If they choose not to have the recommended height wall and prefer a lower wall, and the increase in dBA's, then they may have a lower wall.)
- ▶ Since Davies is not indicated as a side street connection in the city's comprehensive plan or

the draft transportation plan, we should eliminate it from further consideration now. It is the least beneficial connection. (Team Response: For the sake of a fair and open process, carry it forward to the public for review and comment at the open house. The committee can then make a recommendation at the next PAC meeting considering the additional public comment.)

- ▶ Do earth berms help reduce noise? (Team Response: Yes. Berms absorb sound and are often considered more aesthetic than concrete sound walls. However, berms need a 3 to 1 slope and are not appropriate in some steep areas or where right of way is limited.)
- ▶ Overall, how much will the sound walls cost? (Team Response: Costs have not yet been determined. An educated guess would be in the range of \$600,000 (plus or minus).

IV. PUBLIC OPEN HOUSE PREPARATIONS

The second public open house will be held on April 21, 1998, at the Elsie J. Stuhr Center. Plans for the meeting format were distributed, discussed, and refined, based on PAC member comments. PAC members will play a vital role in staffing the numerous stations and assisting community members. Citizens will be asked to fill out comment forms indicating their project preferences on Preliminary Alternatives #1 & #2, depressed and non-depressed roadway options, side street connections, and roadway cross sections. The PAC will be asked for recommendations on these same issues at the next PAC meeting, in an effort to narrow the options further.

The draft Citizen Preference Form that will be included in the newsletter prior to the open house was distributed and discussed. Question #4 needs better clarification in the actual survey and citizens should be able to state which connections should be provided. All attendees at the PAC meeting (including citizen visitors) filled out the forms in an unofficial “straw vote” of their preferences. Only five minutes was given to complete the form because it was intended to be a very informal survey. The results are shown below.

1. If the 125th Avenue Extension is constructed, which Preliminary Alternative do you prefer?

- 13 Preliminary Alternative #1 (Within the existing City right of way alignment)
- 2 Preliminary Alternative #2 (Green Lane alignment)

2. Which Roadway Option do you prefer?

- 1 At-grade, Non-depressed Roadway Option
- 14 Depressed Roadway Option (approximately 5 feet deep in most areas)
- No Preference

3. Which Cross Section/Roadway Type do you prefer?

- 4 Cross Section A (standard width planter strips, landscaped median)
- 5 Cross Section B (meandering sidewalk, variable width planter strips, landscaped median)
- 5 Cross Section C (standard width planter strips, no median except at intersections)
- None of the Above

4. Which side street connections are the most important?

(Please number your preferences from 1 to 4, with 1 being the most important.)

Stillwell (east) - 4 people indicated no connection with Stillwell (east)

Ranked: 1st by three people, 2nd by 6 people, 3rd by two people, and 4th by none

Stillwell (west) - 4 people indicated no connection with Stillwell (west)

Ranked: 1st by no people, 2nd by 5 people, 3rd by 5 people, and 4th by 1 person

Barberry (west) - no additional comments were noted about a Barberry (west) connection

Ranked: 1st by 14 people, and had no other rankings

Davies (east) - 7 members indicated no connection with Davies

Ranked: 1st by no members, 2nd by 1 member, 3rd by one member, and 4th by 5 members

None of the Above - Not mentioned by any attendee

V. WHAT'S NEXT?

PAC members will receive a packet of information prior to the Public Open House #2. It will include PAC Meeting Summary #5, the final Noise Mitigation Report, and the Open House format information sheet.

Upcoming meetings for PAC member attendance include:

- April 21, 1998 Public Open House #2 (Elsie Stuhr Center)
- May 12, 1998 PAC Meeting #7 (Conestoga Middle School Library) (changed from May 5)
- June 2, 1998 PAC Meeting #8 (Conestoga Middle School Library)
- June 23, 1998 Public Open House #3 (Elsie Stuhr Center)

Attendees:

- Jim Persey
- Milton Missfeldt
- Ann Frainey
- Randy Smith
- Carl Prenner
- Kathy Burry
- Eric Johansen
- Dan Maks
- Randy Wooley
- Joel Howie
- Trudy Rippe
- Michael Minor
- Mike Matteucci

Handouts:

- Meeting Agenda
- Draft PAC #5 Meeting Summary
- Excerpts from Draft Noise Report
- Traffic Study - Technical Memorandum
- Draft Advantages/Disadvantages for Preliminary Alternatives, Roadway Options, and Cross Sections
- Draft Open House #2 Format
- Cross Sections A, B, C,
- Citizen Preference Survey #2
- Updated PAC Members Address and Phone Numbers

Community Members:

- Kent Kacir
- Sharon Heiner
- Boyd Osgood, BIKE Task Force

