

PROJECT ADVISORY COMMITTEE MEETING #8 SUMMARY

The eighth Project Advisory Committee (PAC) meeting for the 125th Avenue Extension Project was held on June 2, 1998, from 6:30 to 9:00 p.m. at Conestoga Middle School Library. The meeting's purpose was to discuss the project's third Open House and review other outstanding issues prior to the City Council Work Session in August 1998. For more detailed information please refer to the handouts listed at the end of this summary.

I. WELCOME/PROJECT BUSINESS

PAC #7 Meeting Summary: The meeting summary for the PAC #7 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.

PAC Member Reports: Jim Persey reported that the May 1998 Greenway NAC meeting was not well attended, and as a result did not have any specific project recommendations at this time. However, the Greenway NAC is well represented on the project's PAC. Wetland impacts were a concern discussed at the meeting.

II. DISCUSSION OF OUTSTANDING ISSUES

A. Posted Speed:

Posted speed for the new 125th Avenue Extension has typically been determined by the state. The state process is now being revised and may allow cities to evaluate and request posted speed limits in the future. The city may be able to vary the state's recommendation by 5 mph, plus or minus. The City's Traffic Commission is reviewing existing 125th Avenue posted speeds now.

PAC member comments included:

- ▶ The speed on the new section should be the same as on the existing section.
- ▶ People are going too fast on 125th Avenue now. It should be lowered to a posted speed of 35 mph overall its length.
- ▶ To determine the best posted speed for the extension, all side streets and other connecting roadway speeds must be considered. If you slow down an arterial, it puts more vehicles into the neighborhoods. The purpose of this road is to get traffic through the area, not make it slow down and increase congestion. A 35 mph speed may be too slow and may not be reasonable.
- ▶ Existing 125th Avenue has many access points, including schools, traffic signals, and a 7-Eleven store. These tend to keep speeds down now.
- ▶ Air pollution and noise impacts are less if the speed is higher. This section will have sound walls while the existing section does not.
- ▶ Sound impacts are not a consideration at 35 or 40 mph, but child safety is.
- ▶ There is more activity along the south end of 125th Avenue and so maybe it should be posted at 35 mph and the extension at 40 mph.

- ▶ A new signal at the new high school will also help control speeds.

PAC RECOMMENDATIONS ON POSTED SPEED:

The PAC unanimously recommended that the posted speed for the 125th Avenue Extension be no greater than 40 mph, because of child safety concerns.

B. Pedestrian Islands:

The Preferred Design Alternative includes pedestrian islands located on 125th Avenue Extension at Barberry Drive and Stillwell Lane. These islands will provide a safe refuge for pedestrians when crossing 125th Avenue Extension. A pedestrian signal on 125th Avenue Extension is not expected to meet warrants and will not be constructed with the project. Signalized intersections at Brockman and Hall Boulevard will provide additional safe crossings.

PAC member comments included:

- ▶ The break in the sound wall at Stillwell Lane should encourage pedestrians to use the south sidewalk. That way they will be able to use the larger island on 125th Avenue Extension when crossing.

C. Sound Walls:

Randy Smith sent a memo to the project team inquiring about sound wall heights and asking if the sound wall heights could be reduced if the roadway is depressed an additional two feet, along 125th Avenue Extension between Stations 50 and 57. Most adjacent fences on the east side in this section are currently 6-foot high and by lowering the roadway, the sound walls would not extend above the fences. Preliminary figures indicate that an additional 10,000 cubic yards of material would need to be removed thus creating more retaining walls, at an approximate cost of \$100,000. The noise consultant will be contacted about the sound wall issues discussed during this meeting. Of course, many of these issues are typically addressed during the final design process. This information will be available at the upcoming Open House.

- ▶ Putting a sound wall on the west side of 125th, but not the east side (north of Davies Road), will cause noise to reflect back to the homes on the east. The roadway is closer to our homes on the east side because of the additional width necessary to install left turn lanes at Barberry Drive. It seems that we need sound walls to protect us against the increase in noise levels.
- ▶ Visual impacts are important from the adjacent properties. An 8-foot sound wall is very intrusive.
- ▶ The sound walls that are included with this project are the exception rather than the rule. Other residents don't get them. The City is really providing many amenities with this project that is out of the norm, in an effort to reduce impacts.

PAC RECOMMENDATION ON SOUND WALLS:

The PAC recommended that evaluation of whether to depress the roadway an additional two feet between Stations 50 and 57, be included in the final design process.

D. Green Lane Connection:

The City's comprehensive plan indicates that Green Lane will connect with the 125th Avenue Extension and end in a cul-de-sac at Hall Boulevard. If Green Lane also is connected with Hall

Boulevard, turns would be limited to right turns in and right turns out only. It is anticipated that traffic volumes on Green Lane would increase by approximately 1,000 vehicles per day. City standards state that cul-de-sacs shall not be located on roadways longer than 600 feet. Green Lane will be greater than 800 feet in length. A comprehensive plan amendment would be needed to connect Green Lane at Hall Boulevard.

PAC member comments included:

- ▶ People will use this as a cut through to Hall Boulevard when 125th Avenue gets congested.
- ▶ This connection will encourage a lot of use and will attract a lot of traffic. This connection would be a significant change from the comprehensive plan. Whether to connect Green Lane at Hall Boulevard was a much discussed issue at the Board of Design Review sessions prior to its inclusion in the comprehensive plan.
- ▶ If Green Lane is connected to Hall Boulevard and it attracts a significant amount of traffic, can it then be cul-de-sac'd at a later date? Maybe it would be better to open it at Hall Boulevard if it is needed.
- ▶ The City Council may not endorse this connection. Could Randy McCourt more closely calculate the increase in traffic volumes as a result of opening Green Lane onto Hall Boulevard?

PAC RECOMMENDATION ON GREEN LANE CONNECTION WITH HALL BOULEVARD:

The PAC unanimously recommended that a Green Lane connection with Hall Boulevard be evaluated within the final design process, and go through a public hearing.

E. Traffic Calming on Connected Side Streets:

The Traffic Commission has developed policies that prioritize traffic calming improvement projects for existing streets. Speed humps are generally placed between 300 and 500 foot intervals. Since neither Barberry Drive (west) or Stillwell Lane (east) are long enough for these distances, it does not appear that speed bumps are reasonable. The Sorrento/Barberry intersection will most likely become a four-way stop (with stop signs). And Stillwell Lane (east) most likely will have a stop sign added at the Indian Hills intersection. These additional stops should encourage slower speeds through these neighborhoods. Also, Barberry Drive has a slight curve that slows traffic as well. It is unusual to add traffic calming devices on a minor collector (or neighborhood route in the Draft TSP) like Barberry Drive, since traffic should not be diverted to other neighborhood streets. Stillwell Lane (east) will be extended west to meet the new 125th Avenue Extension. As a result, this side street may be narrowed, a center island added, or a special landscaped entry at the 125th Avenue intersection, which will serve to calm traffic on Stillwell Lane (east).

PAC member comments included:

- ▶ There should definitely be a stop sign at Stillwell Lane (east) and Indian Hills. It will slow traffic down.
- ▶ Whatever entry treatments are used on Stillwell Lane (east) onto 125th Avenue Extension, they must include smooth transitions for bicycle connectivity.
- ▶ Bicyclists will travel Stillwell Lane (east) on the north side when crossing 125th Avenue even though pedestrians should use the sidewalk on the south side.

PAC RECOMMENDATIONS ON STILLWELL LANE (EAST) INTERSECTION WITH

125TH AVENUE EXTENSION:

The PAC recommended the addition of a stop sign at the Stillwell Lane (east)/Indian Hills intersection, a four-way stop (with stop signs) at the Sorrento Road/Barberry Drive intersection, and a special traffic calming treatment to the intersection of Stillwell Lane (east and 125th Avenue Extension.

F. Funding:

Four potential funding sources were presented. The sources include: 1) Major Streets Transportation Program (MSTIP), 2) City of Beaverton's Capital Improvements Plan (CIP), 3) Federal or state funding through the Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation And Equity Act for the 21st Century (TEA-21), and Oregon's Statewide Transportation Improvement Program (STIP), and/or 4) A Local Improvement District (LID). These four options will be presented to the City Council for their consideration at the August work session. For more funding information details please refer to the funding handout.

G. Construction Phasing:

If full funding for the construction cannot occur at once then a phased approach is possible. It may prove to be more costly, but construction can be broken into several phases and completed over several years rather than the normal two construction seasons. Traffic will move along one lane in each direction (on Brockman, Greenway, and existing 125th) during construction, although some short delays are anticipated. The potential phases, and a rough estimate of preliminary costs include:

1. Final engineering and surveying (\$850,000)
2. Wetland Mitigation (\$520,000)
3. Greenway/Brockman/125th Improvements (\$1.5 million)
4. Water quality and drainage facilities (\$60,000)
5. Retaining walls, sound walls, and roadway excavation (\$3.5 million)
6. 125th Avenue roadway construction, including: subgrade, asphalt, curbs, illumination, and storm drains (\$2.5 million)
7. Roadway striping, landscaping, and signing (\$400,000)

PAC member comments included:

- ▶ It will be hard on the community if construction lasts too long.
- ▶ This has been dedicated as a roadway since 1972. It's time to just do it.
- ▶ It seems like Phases 1&2 could be separated out but Phases 3-7 should be accomplished in as short a time frame as possible.
- ▶ Are there any other alternatives for similar costs that would accomplish the same goals? Have we reviewed all reasonable options? (Team response: An earlier evaluation of potential option indicated that the widening of Greenway between 125th Avenue and Hall Boulevard, improvements to the Greenway/Hall Boulevard intersection, and additional lanes accessing Hwy 217 would most likely be higher in costs and community impacts.

PAC RECOMMENDATION FOR PHASED CONSTRUCTION:

The PAC recommended that Phases 1&2 could be separated from the rest of the project because of funding constraints, but that Phases 3-7 be combined into only one construction phase, to minimize community impacts.

H. Right Turn from Brockman onto 125th Avenue:

The 125th/Brockman/Greenway intersection design indicates a designated left turn lane for eastbound Brockman Road traffic turning northbound onto the 125th Avenue Extension. No designated right turn lane is indicated for eastbound Brockman Road traffic turning south bound onto 125th Avenue. The City does not anticipate taking any additional right of way for the intersection improvements. City staff will research the High School's traffic study and identify expected traffic volumes and potential impacts for this turning movement.

PAC member comments included:

- ▶ The high school will increase traffic needing to make this right turn onto 125th Avenue.
- ▶ Traffic will back up behind people needing to turn right in the regular lane. This will cause congestion and drivers will lose patience, making it a dangerous situation.
- ▶ The right lane will be needed. It's cheaper to include it now with this project than to wait.
- ▶ The property needed to add the right turn belongs to GTE. It seems like this issue was discussed in the 80's and that their property would be needed for these improvements.
- ▶ A right turn onto 125th Avenue at this location is not shown in the Draft Transportation System Plan (TSP).
- ▶ There are many other roads in the City that are becoming unsafe and need right turn lanes too.

PAC RECOMMENDATION FOR A DESIGNATED RIGHT TURN FROM BROCKMAN ONTO 125TH AVENUE:

The PAC recommended (with one no vote, and one abstention) adding a right turn lane from Brockman onto 125th Avenue (south) with the project's intersection improvements.

I. Cresmoor Traffic Needing to Turn Left Onto 125th Avenue Extension:

Large numbers of vehicles are not expected to make a right turn onto Hall Boulevard from Cresmoor Drive and then make a left turn onto the 125th Avenue Extension. Left lane vehicle stacking on Hall Boulevard at this intersection will often extend south beyond the Cresmoor Drive intersection, making it impossible to use this route from Cresmoor Drive.

PAC member comments included:

- ▶ This route seems unsafe for most of the day. Area residents will realize this and use other routes, which they are already doing anyway.
- ▶ There are other options for the Cresmoor/Ridgecrest area. People can turn right onto Hall Boulevard, then left onto Hart, and another left to Sorrento. There will be few cars taking this route, so it won't create a significant amount of traffic on Sorrento. Or people can go to Bel Aire Lane to Hall Boulevard.

J. Final Design Public Process:

At several points in the PAC meeting, references were made to including a public participation

process during final design. This process would primarily involve adjacent property owners in further discussions design and construction issues. The PAC felt strongly about continuing this community/City relationship for the remainder of the project.

PAC RECOMMENDATION FOR A PUBLIC PROCESS DURING FINAL DESIGN:

The PAC unanimously recommended adjacent property owners (and possibly the existing PAC) have an ongoing opportunity for review and input during the final design phase. This will assure that many outstanding issues are resolved with community consultation.

III. PUBLIC OPEN HOUSE #3 PREPARATIONS

The third Public Open House will be held on July 14, 1998 at the Elsie Stuhr Center. PAC members will actively participate by helping City staff at the issue stations. Most members will be assigned to a similar station as they had at the last Open House, because they did such a good job with those assignments. The Open House format and assignments will be sent to PAC members prior to that meeting. An area will be reserved in the room for a question and answer group but otherwise the Open House will be very similar in layout as the last meeting. Newsletters will be sent by first class mail two weeks prior to the Open House and will describe the preferred alternative and the public process. No survey will be included. However, attendees at the Open House will be encouraged to fill out comment forms.

IV. WHAT'S NEXT?

Public Open House #3 will be held on July 14, 1998. The City Council work session will be held on August 24, 1998 (changed from the tentative August 10 date). The PAC will hold one more meeting after the City Council work session, perhaps at Ann Frainey's home in September. A date for that meeting has not yet been selected.

Attendees:

Jim Persey
Milton Missfeldt
Ann Frainey
Randy Smith
Carl Prenner
Kathy Burry
Ed Vilhauer
Bob Glasgow
Joel Howie
Terry Waldele
Randy Wooley
John Osterberg
Trudy Rippe

Handouts:

Meeting Agenda
Draft PAC #7 Meeting Summary
Funding Information Sheet
Preferred Alternative Map
Revised Table 2 from Traffic Study Technical Memo
Preferred Alternative Detailed Costs
Profile G

Community Members:

Boyd Osgood