

**APPROVED MINUTES**  
**BEAVERTON TRAFFIC COMMISSION MEETING**  
FEBRUARY 5, 2009

**CALL TO ORDER**

On Thursday, February 5, 2009, at 7:00 p.m., Vice Chairman Thomas Wesolowski called the Traffic Commission to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon.

**ROLL CALL**

Traffic Commissioners present included Thomas Wesolowski, Ramona Crocker, Vincent Tran and Steve Harris. Commissioners Scott Knees, Patrick Reynolds and Thomas Engel were absent and excused.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Traffic Sergeant Steven Schaer, Senior Transportation Planner Margaret Middleton and Traffic Commission Recorder Debra Callender.

**VISITORS**

No one came forward to speak.

**STAFF COMMENTS**

Mr. Khasho welcomed the two new Commissioners, Steve Harris and Vincent Tran.

**CONSENT**

Vice Chairman Wesolowski reviewed the consent agenda comprised of the draft minutes of the December 4, 2008, meeting and Issue TC 647 "School Crosswalk on SW Center Street at 114<sup>th</sup> Avenue."

Commissioner Crocker **MOVED** and Commissioner Wesolowski **SECONDED** a **MOTION** to approve the minutes for the December 4, 2008, Traffic Commission meeting.

The **MOTION CARRIED** unanimously, 2:0. Commissioners Tran and Harris abstained from approving the minutes, as they were not Commissioners in December 2008.

Commissioner Harris said 114<sup>th</sup> Avenue appeared to be somewhat narrow. Although he did not notice a traffic count for 114<sup>th</sup> in the staff report, he assumes from looking at

the street that the count would be quite low. He said the request makes sense. His only concern is crosswalk visibility at the turn from 113<sup>th</sup> Avenue onto Center Street. Will there be signs installed to warn drivers of the proposed crosswalk?

Mr. Khasho said there are advance school zone warning signs, followed by signs stating, "Speed 20 MPH, 7 AM to 5 PM On School Days." The school speed zone includes 113<sup>th</sup>, Center Street and extends nearly 100 feet past the school property. The same applies to westbound travel. The existing school zone covers the speed limit 20.

Commissioner Crocker said when she drove the street, it was hard to see enough space to accommodate the congestion of two-way traffic and school buses loading students. She asked if staff actually measured the street or if they only estimated its width.

Mr. Khasho asked if Commissioner Crocker intended this question to apply to the crosswalk under discussion in Issue TC 647 or was the question meant for the public hearing and TC 648.

Commissioner Crocker said she was inquiring about Issue TC 648 and the width of 114<sup>th</sup> Avenue. She will defer the question until the public hearing.

Commissioner Tran **MOVED** and Commissioner Harris **SECONDED** a **MOTION** to approve Issue TC 647.

The **MOTION CARRIED** unanimously, 4:0.

## **PUBLIC HEARING**

### **ISSUE TC 648: TEMPORARY SCHOOL LOADING ZONE ON THE EAST SIDE OF SW 114<sup>TH</sup> AVENUE SOUTH OF CENTER STREET**

*Vice Chairman Wesolowski opened the public hearing on Issue TC 648.*

#### Staff Report

Mr. Khasho said the Beaverton School District made this request to help with expansion of the Arts and Communication Magnet Academy (ACMA) on Center Street. The school proposes to increase safety during construction by installing a safety fence. This fence will restrict access to the driveway where school buses usually load and unload students. The School District proposes adding a temporary loading zone on the east side of 114<sup>th</sup> Avenue. Plans include a pathway from the school entrance to the crosswalk. This pathway will lead students directly to the temporary loading area.

Mr. Khasho said the street is 36-feet wide. That width does not include the parking strip on the west side, as that property is privately owned. Parking is only allowed on the east side of 114<sup>th</sup>. Thirty-six feet is plenty of room for two lanes of traffic and a parking lane. In the morning, buses will quickly drop students and continue on their routes. In the afternoon, buses might arrive as early as 30 minutes before school is

dismissed. That is why staff is now proposing a parking prohibition from 7-8:00 a.m. and from 1-3:00 p.m. Mr. Khasho said he repeatedly visited this site at various times of day to determine if this area was used for public parking. During all those visits, never once did he see a vehicle parked along this section of 114<sup>th</sup>. Based on this information, he asked that the Commission approve this request.

#### Public Testimony

The Commission received written testimony on this issue from Traffic Sgt. Steven Schaer. (*Written testimony is on file with the staff report in the Engineering Division.*)

Steven Easterday, Beaverton, Oregon, said he is the spokesperson for the Beaverton School District on this issue. He said Mr. Khasho's comments fully cover the School District's case. Mr. Easterday said the District now uses larger school buses that move from school to school picking up students along the way. The buses might need to wait at ACMA for 25-30 minutes in the afternoon before loading students. Typically, by 3:25 p.m. all buses would have departed from 114<sup>th</sup> Avenue.

Mr. Easterday asked the Commission to approve the School District's request.

Commissioner Wesolowski asked how long construction is expected to take.

Mr. Easterday said the general contractor should be completely finished by December 2009. There would be no activity during the summer when school is closed.

Commissioner Tran asked about the crossing guards described in the staff report.

Mr. Easterday said they intend to use the site security officer as the crossing guard for both morning and afternoon. If he were absent, a teacher would be assigned to cover the task.

#### Staff Comments

Mr. Khasho had no additional comments.

*Vice Chairman Wesolowski closed the public hearing on Issue TC 648.*

#### Commission Deliberation

Commissioner Harris noted that this was a temporary request and not an open-ended request.

Vice Chairman Wesolowski asked what would happen if a resident missed seeing the sign and the buses arrived to find a car parked in the loading zone at 7:00 a.m. in the morning. What steps can they take to insure the loading zone will remain clear?

Mr. Khasho said staff would post signs stating the hours that parking is prohibited. Police will monitor the situation and issue citations if needed. School officials will also keep an eye on the situation and call police if needed.

Sgt. Schaer said police often get this kind of call from the School District. They first issue parking citations to "educate" residents. They do not tow the parked cars.

Mr. Khasho said there is plenty of room for buses to safely load and unload around a single parked car with no danger to students.

On question, Mr. Easterday returned to say he has no concerns whatsoever about this. He said the police are completely capable of handling parking problems and educating the public. He described how buses could still load without problem even if one or two parked cars were in the area.

Mr. Khasho said staff would install the parking signs well before buses begin using the area. Returning to Commissioner Crocker's earlier question on street width, Mr. Khasho said that even with two, 12-foot travel lanes, there are still 12 feet remaining for loading parked school buses.

Commissioner Crocker **MOVED** and Commissioner Harris **SECONDED** a **MOTION** to approve the staff recommendation on Issue TC 648 and to accept the draft final order.

The **MOTION CARRIED** unanimously, 4:0.

## **PUBLIC FORUM**

### **2035 TRANSPORTATION SYSTEM PLAN UPDATE**

Chris Maciejewski and Garth Appanaitis of DKS Associates presented information on Beaverton's 2035 Transportation System Plan (TSP) Update. This month's presentation focused on Future Forecasts/Needs Assessment and Alternatives Development. Mr. Maciejewski encouraged the Commissioners to share their observations and questions.

Mr. Maciejewski said that, as the plan develops, they are getting closer to focusing on actual projects and funding priorities. In the 2020 TSP Update, they focused more on ways to fix the transportation system and less on cost constraints. This time funding constraints play a larger part. Once a draft plan has been developed, the Traffic Commission and Planning Commission will review it. The City Council will also review it and consider it for final approval.

Mr. Maciejewski said that the 2035 TSP Update uses a three-step process to study future conditions and transportation needs. This process includes: 1) land use assumptions and growth region wide; 2) future travel demand; and 3) identifying modal needs. Mr. Maciejewski showed a PowerPoint presentation detailing these points. *(A slide outline of the presentation is on file with the meeting materials.)*

Traffic Commissioners listened to the presentation and contributed the following questions and comments for the record.

#### Commissioner Tran

The footnotes indicate that the 2005-2035 estimates show a lower projection than the previous 2020 Update by 0.05 to 0.1 percent. Chapter 3 indicates roughly the same volume in that study. How did they arrive at a figure lower than the 2020 estimate? Does the Metro model factor in the actual, versus the forecast, for the 2020 plan?

Typically, he would expect an increase; however, in this case there is a decreased rate. The Metro expectation is for non-single occupancy vehicles to be in the 45 to 55 percent range. The travel demand slide mentions a 2.5 percent reduction in the SOV trip component. This is a reduction from what number? Would it be reasonable to expect Metro's target numbers to increase? So instead of 45 to 55 percent, the numbers might now be expected to increase. Are you saying the numbers in Beaverton are now 30-40 percent, based on the old data? We know that their target with the previous constraint was 45-55 percent. Under that constraint, we were running about 30-40 percent. Because we are projecting far into the future, it would be nice to see where we are, versus where we need to be. By looking at the rate of improvement, we can better judge if we are within the desired zone. Could the consultants make this information available by the next meeting?

Commissioner Tran noted that DKS has worked on Beaverton's TSP for at least the last ten years. In Table 2, there are two pages of million-dollar projects beginning in 2008. As situations change, adding either more transit or population to the picture, does the City bring DKS in to review the data to make certain the City does not commit to projects that are not needed once funding is available? Is it correct to understand that DKS would then look at individual projects to reassess current conditions before the City makes a multi-million dollar commitment to kick off a new project?

Has the City considered going over the east and westbound traffic with a grade separation at the intersection of TV Highway and Murray Boulevard instead of widening the roadway? Would building an overpass be cost prohibitive?

Has DKS ever gone back to evaluate past TSP Updates in order to review what was proposed, what actions were taken, and how those actions worked out in terms of delivering the desired results. What can we learn from past proposed actions? Did the proposed actions correct the issues found in past TSP studies? The reason he is concerned is that the project list contains multi-million dollar projects and, due to the current financial crisis, we want to be sure we spend each dollar appropriately. In any transportation modeling there is always a margin of error, so the review would be to refine and reflect on what was proposed. For example, if ten projects were proposed and five were completed, did those five projects produce the results that were expected? This would help the City continually refine the model. As it stands, we have few data points to work with so it is important to extract as much value as possible from the analysis. He understands there is additional cost to the City to hire DKS to come back and perform follow-up analysis. Perhaps that extra investment would help the City spend future dollars wisely. If the results of the first five projects fall far short, that would tell us the remaining five projects should have deeper review. He would like a better understanding of how the City of Beaverton makes final decisions about project selection and who decides if DKS could be rehired to do deeper analysis. Feedback assessments can help the City make wiser decisions going forward.

Regarding the DKS plan to set up an online survey for Traffic Commissioners to rank the importance of pedestrian generators, Commissioner Tran asked if this should also be opened to all Beaverton residents. Residents would then have a place to share their priorities. There are many free survey tools available on the web.

Regarding the slide on transit needs, how does the City get to the quarter mile radius for transit service?

Regarding the list of transit alternatives, he assumes that this list of alternatives is not that much different from the list presented in past TSP updates. He would suggest that they look back at past recommendations and actions and report how well those recommendations and actions worked. Were they successful? As a “paper and pen kind of guy,” before the May meeting he would like to see some of the information that DKS is privy to regarding transit alternatives. That would help the Traffic Commissioners have data for discussion as they prioritize the alternatives.

Commissioner Tran agrees with Commissioner Crocker’s point that workers should not be penalized with road use fees because their employers are inflexible about start work times. As a consultant for the City of Beaverton, does DKS have any influence to bring this point up with employers in the City and region? He and Commissioner Crocker could pursue this internally, for example, by approaching the appropriate City body with the authority to stagger start-of-work times.

#### Commissioner Harris

As a resident who works and lives on Scholls Ferry Road, he has many times observed traffic backed up from Davies Road to Highway 217. He described Scholls Ferry traffic as “a nightmare.” He understands that Beaverton’s main involvement with Scholls Ferry is with cross traffic, as Scholls Ferry is a Washington County road.

Does this TSP update take into consideration the improvements planned for Highway 217?

He is fascinated by the information on adaptive signal timing. This technology could affect the flow of traffic on an entire roadway, perhaps saving millions of dollar in roadway expansion funds. The world has changed a great deal from the year 2000 to now, with \$4 per gallon gasoline and higher public awareness. When the data in the TSP was gathered, was gasoline at \$4 per gallon or less? This factor could change the accuracy of the TSP data. This factor also affects the data collected for pedestrian and bicycle usage. During the time gasoline was at \$4 per gallon, bicycles seemed to be everywhere. Now that gasoline prices have fallen, there are fewer bicycles—though still more than before.

Points that are missing from the TSP update are factors such as pollution in traffic corridors and how that affects pedestrian and bicycle traffic. The old adage, “if you build it they will come,” certainly applies to new roadways such as Roy Rogers Road. As soon as Roy Rogers Road opened, it instantly had a mile-long line of cars. He doubts more roads are the best answer when we now have high technology means of regulating traffic. He finds the two slides on through traffic especially interesting. How does Beaverton accommodate that, especially balanced against pollution and changing fuel prices that can change the way residents live? More people are “living local” so it becomes prudent to think and build that way. That kind of thinking will lead to better outcomes.

Regarding the roadway capacity slide, he believes that bus turnouts alone could greatly improve roadway capacity. As an example, the lack of bus turnouts on Scholls

Ferry Road changes the flow of traffic from two moving lanes to one lane every time a bus stops. That one change could dramatically change roadway capacity.

Commissioner Crocker

Has Beaverton begun to use adaptive signal timing as it is now used in Gresham?

The reason she asks is because some traffic signals on major roadways still stop all traffic on the main road in order to accommodate one vehicle that has just pulled up to a side street.

Commissioner Crocker emphasized the importance of extending 125<sup>th</sup> Avenue to Hall Boulevard. As building continues in southwest Beaverton and farther to the south, traffic continues to increase. This traffic clogs Scholls Ferry Road until it is virtually a parking lot. This condition will only get worse until the City extends 125<sup>th</sup> Avenue to Hall Boulevard. This vital piece of roadway continues to be unfunded. It is essential that it be funded. On Page 6 of the draft under "Motor Vehicle System Improvements," she noted that a new street, Rose Biggi Avenue, was built with three additional proposed improvements totaling about \$10 million. City officials continue to complain that they have no money for the 125<sup>th</sup> Avenue extension. In the meantime, the cost of the extension has increased from \$10 million to \$15 million and it will continue to increase. It is time to take action and make the 125<sup>th</sup> extension a top priority for Beaverton.

Regarding the Regional Transportation Plan (RTP) numbering system, what do the numbers in the far left column mean? Are they a priority code? The 125<sup>th</sup> Avenue extension is more crucial to relieving south Beaverton's increasing congestion than adding finishing touches to Rose Biggi Avenue at The Round. The entire list is all in the same time period as the 125<sup>th</sup> extension. A better method would be the method used at Beaverton Bakery: take a number and wait your turn. The 125<sup>th</sup> extension has been waiting for 30 years. It is time to move it to the top of the list.

Road congestion would decrease immediately and dramatically if employers would become more flexible in staggering their starting work shifts. She has made this same suggestion at every TSP discussion for years. She finds it "outrageous" that Metro and the City of Portland are considering charging drivers for using roadways during peak commuting hours. Employees have no control over when they must be at work—that decision is made entirely by employers. It is ridiculous for Metro to consider charging drivers who are stuck with their employers' start-time demands. Traffic planners need to ensure that major employers adjust their thinking on this point in order to reduce traffic congestion.

Commissioner Wesolowski

When he sees these future forecasts, his first thought is to build a "bigger pipe."

Twenty years from now, we will have to make the pipe even bigger. At some point, we run out of space. For example, there is no space to build a seven-lane Scholls Ferry Road without knocking down homes. There is no logic in building bigger and bigger. The answer is clearly in increasing mass transit.

Commissioner Wesolowski asked what Metro intends to do to increase ridership. Short of \$4 per gallon gasoline, people do not ride the bus. Do they have a plan to increase ridership, perhaps through promotion? He has studied transit and there is a

correlation between raising fare prices and lowering ridership. There is a theory that says free transit will dramatically increase ridership enough to clear the congestion from local highways. That could prevent spending \$100 million for new roadway projects. Has Metro discussed this?

Regarding the bicycle needs and trip generation slide, he observed that most of the generators are in the central core of Beaverton. Yet there are many large businesses outside of that one area. Is there not a need to plan for bicycles outside that area? He knows people at Tektronix and Nike who ride their bicycles to work, yet that is not included in the data points. When looking from a prioritization prospective, one of the top priorities should be to connect to activity centers. He would include workplaces as activity centers as much as parks and shopping. If he wants to ride his bike to work, he would like to make the trip directly—not first ride his bike to a bus stop. He would like to see workplaces move up on the priority list. This would help more residents use their bicycles for work commute trips.

Regarding the mention of TriMet buses using bus priority preemption (the device that extends a green signal), Commissioner Wesolowski understands why police and ambulances use this device. He believes its use is less justified as a means to keep TriMet buses running on time.

Regarding recent state and federal stimulus package discussions, can the City get some of the older TSP projects onto these lists? So far, all the proposed projects he has heard about are in the Salem area. Can stimulus package funding be part of the TSP discussion? He asked if Mrs. Middleton has been involved in discussions about federal stimulus funds and if any of those funds are coming to Beaverton. He is pleased to hear that the City of Beaverton has submitted a list of projects for funding

#### Public Comment

James C. Parsons, Beaverton, Oregon, lives in Beaverton but works in Tigard. He makes his workday commute on a bicycle using Highway 217. He has seen the Interstate 205 parallel bike path and it is wonderful. It is great to get on a bicycle and travel a long distance without having to cross multiple driveways and intersections.

The same thing could be done on Highway 217. We need a westside trail that parallels Highway 217 and the WES Commuter Rail tracks. That way Hillsboro and Portland residents can use Highway 26 to access the north/south trail along Highway 217. That would make Tigard, Tualatin and Wilsonville more accessible for bike commuters, many of whom would like to reach work destinations to the south. This is a real need.

There is a wonderful path on Highway 26 that comes into Beaverton—then stops. After that, riders have to use surface streets, which are notoriously more dangerous. Hall Boulevard has been proposed as an alternative. Mr. Parsons finds Hall a “scary” route for bike rides with its hills, curb gravel, and the awful intersection at Hall and Greenway. The Fanno Creek Trail is under water half the year.

A bike trail running parallel to Highway 217 should be included in the plan for Highway 217 improvements. Constructing such a trail would involve negotiating with railroad authorities, but it would provide great transportation for bikers. On weekends, the

wetlands would draw walkers and equestrians. Regarding the slide on bike needs, Mr. Parsons asked for more on-street bike parking in Beaverton.

*Vice Chair Wesolowski closed the public hearing portion of the 2035 TSP Update.*

Mr. Maciejewski said DKS would review Commission and public feedback and return in May with packages and alternatives for their further consideration.

## **OLD BUSINESS**

Mr. Khasho said the Commissioners have an email in their packets from Councilor Stanton about their parking decision on Sorrento Road.

## **NEW BUSINESS**

Mr. Khasho had no new business.

Commissioner Tran asked staff to review adding flashing yellow turn signals for the left turn onto Cedar Hills from Farmington.

Mr. Khasho said he would look at it and check for funding.

### 2009 Election of Traffic Commission Officers

Commissioner Wesolowski **NOMINATED** current Chairman Scott Knees to continue as Commission Chair for 2009. Commissioner Tran **SECONDED** the **MOTION**. The Commission voted by voice and Scott Knees was elected unanimously, 4:0.

Commissioner Crocker **NOMINATED** Thomas Wesolowski for Vice Chairman of the Commission for 2009. Commissioner Tran **SECONDED** the **MOTION**. The Commission voted by voice and Thomas Wesolowski was elected unanimously, 4:0.

## **ADJOURNMENT**

Vice Chairman Thomas Wesolowski adjourned the February 5 meeting of the Traffic Commission at 9:30 p.m. The next meeting of the Commission is March 5, 2009.

---

Debra Callender  
Traffic Commission Recorder