

APPROVED

CALL TO ORDER

On Thursday, January 5, 2017, at 7:03 p.m., Chairman Conway called the Traffic Commission meeting to order in The Beaverton Building Council Chambers, 12725 SW Millikan Way, Beaverton, Oregon 97076.

ROLL CALL

Traffic Commissioners present included, Chairman Ernie Conway, Vice-Chair John Herring, Bradford McClean, Amy Johnson, Paul Cohen, and Ian Beaty. Commissioner Douglas Henderson was absent and excused.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Police Sergeant Steven Schaer, and Traffic Commission Recorder Shelley Searle.

VISITOR COMMENTS

No one came forward to comment.

STAFF COMMENTS

Mr. Khasho advised commissioners that before them was the draft final written order for TC 754 that was produced after the initial packet had been distributed.

CONSENT ITEMS

Chairman Conway reviewed the consent agenda comprised of the November 3, 2016, draft meeting minutes.

Commissioner McClean MOVED, SECONDED by Commissioner Johnson to approve the November 3, 2016, draft meeting minutes as written.

Question called on the motion. Commissioner Conway, Herring, McClean, Johnson, and Cohen voted AYE. The MOTION CARRIED (5:0). Commissioner Beaty obtained, as he was not present at the November meeting.

PUBLIC HEARINGS

Chairman Conway read the opening statement for TC 754.

Issue TC 754: Speed Limit on West Baseline Road between SW Jenkins Road and SW 158th Avenue.

Staff Report:

Presented by Mr. Khasho.

Background Information

Mr. Andrew Sullivan and Mr. Tyler Burnet requested that the City reduce the posted speed from 40 mph to 30 mph on West Baseline Road between SW Jenkins Road and 158th Avenue to improve safety.

Currently the posted speed limit on West Baseline Road between SW Jenkins Road and 158th Avenue is 40 mph. To lower the posted speed, it is necessary for the Oregon Department of Transportation (ODOT) to investigate the speed zone and issue a new speed order if appropriate.

In September 2016, traffic and speed surveys were conducted on West Baseline Road. The average daily traffic on West Baseline Road ranged between 5,700 and 6,050 vehicles per day. The measured 85th percentile speed ranged between 34 and 40 mph. The 85th percentile speed means that 85 percent of the vehicles are traveling at or below this speed. There were 18 reported crashes on West Baseline between Jenkins Road and 158th Avenue during the most recent three years of available crash data (January 2013 to December 2015). Seventeen of the crashes were intersection related type crashes. One crash was a pedestrian crash that occurred at the intersection of Baseline and 158th Avenue where the driver disobeyed the traffic signal and hit the pedestrian. In September 2016, there was a fatal pedestrian crash that occurred on Baseline Road east of the Westside Trail crossing where the pedestrian ran into the roadway in the path of a traveling vehicle.

The 85th percentile speed is typically used as an indicator of the upper limit of speeds for responsible and prudent drivers. Other factors include roadway geometry, sight distance, design speed, land use and amount of direct access. It is not unusual for a street to have a 5 mph difference between the 85th percentile speed and the posted speed limit. However, very large variance between the posted speed and the 85th percentile speed may result in poor driver compliance with the posted speed.

Baseline Road between SW Jenkins Road and 158th Avenue is classified as a 3 lane collector street with a design speed of 40 mph and is under the City of Beaverton's jurisdiction. West of Jenkins Road, Baseline Road is classified as a 5 lane arterial street and is under Washington County's jurisdiction. There are two new multifamily developments on West Baseline Road that are currently under construction, the Sunset Gardens Apartments with 100 units and the Sunset View Apartments with 265 units. These new developments are expected to increase pedestrian activity on Baseline Road and the surrounding streets due to their proximity to the Merlo Station.

Based on the measured 85th percentile speed, land use, the geometry of the street, and the amount of access, staff is proposing to forward to the State a request for a speed zone investigation on West Baseline Road between SW Jenkins Road and 158th Avenue with a recommended speed limit of 35 mph.

Applicable Criteria

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians);
- 1h (comply with Federal and State regulations).

Conclusions:

1. Forwarding to the State a request for a speed zone investigation on West Baseline Road between SW Jenkins Road and 158th Avenue with a recommended speed of 35 mph would comply with State regulations, satisfying Criterion 1h.
2. If the recommended speed is approved by the State, it would provide safe and orderly movements of vehicles, bicycles and pedestrians, satisfying Criteria 1a, and 1b.

Recommendation:

Approve the staff recommendation to forward to the State a request for a speed zone investigation on West Baseline Road between SW Jenkins Road and 158th Avenue with a recommended speed of 35 mph.

-End Report-

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Commissioner Beaty asked to clarify where the accidents are happening. If 17 of the 18 crashes in the last three years were intersection related, are these accidents happening at the "T" intersections? (On this stretch of road there are no four way intersections.)

Mr. Khasho explained that most of these accidents were at the intersections at the edge of this section, Jenkins and 158th, in the form of rear-end collisions.

Commissioner Beaty clarified if 17 of the accidents are at the edge of this section, then only one crash was in the middle of this stretch of road.

Mr. Khasho confirmed that is accurate.

Commissioner Conway asked if it would be possible to do traffic calming devices on a collector street.

Mr. Khasho said the amount of traffic on the street, the purpose of the street, and if homes are facing the street are all factors. Traffic calming does not seem appropriate for this section of road.

Commissioner Herring stated because this area has a lot of high density housing, it would be difficult to collect the 67% of neighborhood approval signatures that would be required with the traffic calming program.

Commissioner Johnson asked if this road is used for cut-through traffic.

Mr. Khasho answered yes. This section is used for cut-through traffic as Jenkins and 158th are often congested. He said, currently, there are plans to widen 158th Avenue to five lanes, which should help with reducing cut-through traffic.

Commissioner Conway asked how these widening programs correlate with closing Jay Street.

Mr. Khasho clarified the two projects. The first project is on 158th from Walker Road to Jenkins Road that will make it five lanes. The second project is widening Jenkins to five lanes from 158th Avenue to Murray Boulevard.

Commissioner Conway asked if these include the intersection.

Mr. Khasho confirmed the Jenkins project will include the intersection.

Public Testimony:

F. Tyler Burnet, Beaverton, Oregon, *In Favor*

Mr. Burnet is one of the two requestors. He did not witness the September fatal collision, however he arrived on scene shortly after. He is concerned this street is becoming increasingly residential. He frequently sees and hears cars regularly racing on this street. He frequently hears squealing tires all hours of the night. He is not surprised to hear the number of rear-end collisions. He is concerned about the high number of pedestrians he sees trying to access both the Max stations and accessing to Powerline Park. This area has had increasingly more pedestrian traffic and will continue to have more with the addition of new apartments. Mr. Burnet stated it is a relevant and prudent response to lower the speed limit.

Commissioner Conway clarified that this street is classified as a collector street (not residential).

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Mr. Burnet stated he understand the street is classified as a collector street. He said the area around it is becoming increasingly more residential with the addition of all the new homes. He added, there are homes with their front doors on Baseline Road, including his own.

Commissioner Beaty asked if Mr. Burnet witnesses many people crossing at random locations or do they stick to the cross walks.

Mr. Burnet said most people use the crosswalks. The woman in the fatal collision was using a crosswalk as well.

Darrell Tuffli, Beaverton, Oregon, In Favor

Mr. Tuffli is a Beaverton resident whose parents live off 166th. He regularly visits the area to see family. Since he grew up nearby he has seen changes overtime. He remembers how the street was realigned to meet up with Jenkins about 20 years ago. Historically, this section of baseline was more rural and sparsely populated. With the addition of new homes there are increasingly more people using the street. There are long distances between crosswalks, and it is common for people to jaywalk.

Mr. Tuffli feels 40mph is way too fast for the use this street is becoming. He would like to see 20-25 mph as the speed limit. Baseline used to be straight, but after the alignment there is a sharp bend before the trail. Cars do not have the same visibility they used to when the street was straight. He also stated his mother has a hard time getting out of her street at the intersection of 166th & Baseline due to traffic.

Commissioner Beaty asked with the new development, do you think there are more cars parked on the road?

Mr. Tuffli answered yes, there have been more cars parked. The new units are high density and perhaps not enough parking is being built pushing cars to park on the street. Mr. Tuffli doesn't think we should rely on parked cars on street to act as traffic calming to solve the speed problem. The city should take responsibility and lower the speed limit.

Staff Comments:

No staff comments.

Discussion:

Commissioner Conway asked if this intersection could qualify for a traffic light.

Mr. Khasho replied that it would not qualify based on signal warrants.

Commissioner Conway asked what the developers are responsible for on the south side of the road.

Mr. Khasho answered, the developers are responsible for a half street improvement. The through lanes needs to be 12ft, build half of the middle lane, a bike lane, and sidewalks. The section between 162nd and 160th is a completed version of this cross section.

Commissioner Conway asked if there normally parking on a collector street.

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Mr. Khasho stated at this time parking on the street is not posing a hazard, therefore it is being left alone. In the future when it becomes a three lane collector street with everything completely built, then parking will be prohibited.

Commissioner Beaty asked if the speed limit can be changed to 30mph.

Mr. Khasho, ODOT typically relies on the 85th percentile. Due to the classification on the street, he does not think 30 mph would be approved by the state.

Commissioner Conway asked if the speed limit is controlled by the state based on street classifications, who classifies the streets?

Mr. Khasho confirmed changing the classification of a street lies with the city. Typically, the city revisits the street classification when the Transportation System Plan is updated every three years. This can also be based on what streets are designed for, housing facing the street, etc.

Sargent Schear pointed out that 5mph greatly effects the stopping distance needed by a vehicle.

Commissioner Herring noted both times he did a site visit he saw runners in the street. He is in favor of lowering the speed limit. He agrees this will allow for cars to be able to stop faster. The suggested speed of 35mph is the most reasonable way of getting past ODOT and successfully having drivers follow the speed limit.

Commissioner Conway stated this neighborhood may have to come back a few times to solve problems as the street continues to evolve. He advised attendees to use the NAC program to keep it on the radar of the BCCI.

Commissioner Beaty based on the combination of reports, public testimony, and minimal effects on drive time he is in favor of approving.

Commissioner Conway MOVED, SECONDED by Commissioner Herring to approve the request and the final written order for TC 754 as written.

Question called on the motion. Commissioner Conway, Herring, McClean, Johnson, Cohen, and Beaty voted AYE. The MOTION CARRIED (6:0).

Old Business

Mr. Khasho stated on Tuesday, January 3rd, City Council ratified Traffic Commission recommendations on TC 749, TC 742, and TC 753.

New Business

Election of Traffic Commission officers for 2017

Commissioner Cohen MOVED, SECONDED by Commissioner McClean to have Chair Conway and Vice-Chair Herring continue with their current positions.

Question called on the motion. Commissioner Conway, Herring, McClean, Johnson and Henderson voted AYE. The MOTION CARRIED (6:0).

Mr. Khasho said the February meeting will be cancelled as there are no new issues ready to bring to the Commission.

Adjournment:

The January 5, 2017 Traffic Commission meeting adjourned at 7:48 pm.

Shelley Searle, Traffic Commission Recorder