

APPROVED

CALL TO ORDER

On Thursday, October 4, 2018, 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 were, Chairman Ernie Conway, Bradford McClean, Amy Johnson, Paul Cohen, Ian Beaty and Douglas Henderson. Vice Chair John Herring was absent and excused.

City staff present were: City Transportation Engineer Jabra Khasho, Police Sergeant Steve Schear, Officer Mark Barrowcliff and Traffic Commission Recorder Shelley Searle. Oregon Department of Transportation representative Martin Jensvold was present as well.

VISITOR COMMENTS

Rick Kappler, Beaverton, Oregon

Mr. Kappler works on SW Artic Drive and has some concerns about the plans for sidewalks and street trees on the new SW Western Avenue CIP project. Per Mr. Pelz, the plan currently calls for 4-foot wide tree box. This is an industrial area with a lot of asphalt, and it gets very hot during summer months. There is a lot of vacant land in this area. Mr. Kappler would like to see larger planter boxes to help keep the temperature down and to attract new business. He recommends Incense Cedars for their aromatic smell and easy maintenance.

Commissioner Conway clarified that Mr. Kappler is requesting the city relook at the trees being used on this project, to which Mr. Kappler confirmed.

Commissioner Beaty stated this topic would be more relevant for planning commission.

Mr. Khasho added background context. Western Avenue is going on a road diet. It has four lanes and will have three lanes after project completion. A lane will be removed to add a cycle track on both sides. This plan is not yet finalized. Mr. Khasho encouraged Mr. Kappler to speak with Mr. Pelz from Transportation Planning. Commissioner Conway advised Mr. Kappler to submit a written request.

STAFF COMMENTS

Mr. Khasho advised commissioners that before them was additional written testimonies for TC 781, TC 782, and TC 783 which were received after the initial packet had been distributed.

CONSENT ITEMS

Chairman Conway reviewed the consent agenda comprised of the August 2, 2018 draft meeting minutes.

Commissioner Conway MOVED, SECONDED McClean by Commissioner to approve minutes of August 2, 2018.

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

PUBLIC HEARINGS

Chairman Conway read the opening statement on the conduct of the public hearings for TC 781, TC 782 and TC 783. No conflict of interests were declared.

Issue TC 781: Traffic Island on SW Tualatin Valley Highway between 142nd Avenue and 144th Avenue.

Staff Report:

Presented by Mr. Khasho.

The Oregon Department of Transportation (ODOT) is concerned about safety on Tualatin Valley Highway (TV Hwy) at the driveway to U-Hall / Precision Body and Paint. TV Hwy is under ODOT jurisdiction. To address the safety concerns, ODOT is proposing restricting the left turning movements to and from and this driveway.

Currently TV Hwy between 142nd Avenue and Murray Boulevard is a 7 lane highway. It is classified as a Major Arterial. It has only one driveway on the north side between 142nd Avenue and 144th Avenue that provide access to two businesses, U-Hall and Precision Body and Paint. This shared driveway is connected to Carousel Court to the north. There is an existing traffic island on TV Hwy that extends from Murray Boulevard to approximately 100 feet east of 144th Avenue. This traffic island was installed to address safety concerns at the intersection with 144th Avenue.

The crash history on TV Hwy at the subject driveway shows that during the most recent complete 3 years of available crash data (January 2014 to December 2016), there were 16 reported angle type crashes that involved eastbound vehicles making a left turn into the driveway and getting hit by a vehicle traveling westbound. There were also 3 reported same type angle crashes at this driveway within the first 9 months of 2017.

A traffic turn count taken in May and June of 2018 shows that during the weekday a.m. peak hour, 12 vehicles turned left into the driveway from TV Hwy and no vehicles turned left out of the driveway. It also showed that during the weekday p.m. peak hour, 9 vehicles turned left into the driveway from TV Hwy and 3 vehicles turned left out of the driveway. The traffic count showed that on Saturday, the traffic peak hour at the driveway is between 12:45 p.m. and 1:45 p.m. were 30 vehicles turned left into the driveway and 12 vehicles turned left out of the driveway.

Restricting left turns at the driveway would require eastbound traffic accessing and leaving the businesses to utilize 141st Avenue and Carousel Court. This will improve safety and significantly reduce the number of crashes and injuries at the driveway.

Staff recommends extending the traffic island on Tualatin Valley Highway from 144th Avenue to 142nd Avenue to restrict left turning movements at the driveway.

-End Report-

Commissioner Conway asked about pedestrians using the island to cross the highway. Mr. Khasho said the island is not a safe place to cross the highway.

Public Testimony:

Ron Reichen, Beaverton, against

Mr. Reichen is representing Precision Body and Paint off Tualatin Valley Highway. He has owned this property for 39 year. He would like to see a lowered speed limit from Hocken to Murray, or a light at TV Hwy and 141st. There is no traffic light from Hocken to Murray, resulting in drivers regularly traveling 50mph in this stretch. He is also concerned about fire engines being able to access his property from TV Hwy (coming from Murray Blvd).

Commissioner Beaty asked about alternative routes for fire access.

Mr. Reichen explained trucks coming from the back side of the property via 141st Ave would have a hard time navigating due to the amount of cars parked narrowing the street. The car dealerships off load new vehicles on this street. On any given day there can be up to three car haulers unloading vehicles on this road. The dealership's employees currently park on this road as well. Mr. Reichen stated turning on to his property is significantly safer because it is wider and there are clear fire lanes marked, compared to fire trucks turning onto SW 141st Ave.

Commissioner McClean asked if Mr. Reichen would be in favor of right turn only out of his property. Mr. Reichen replied no, he would like his customers to be able to turn left as well.

Commissioner Johnson asked when he first notified of this proposal with ODOT. Mr. Reichen stated around 90 days ago when he met with ODOT.

Commissioner Cohen asked him to restate where fire & rescue would come from. Mr. Reichen replied Murray and Allen.

Brian Walker, Beaverton, in favor

Mr. Walker is representing himself and is in favor of the proposed solution, but does not think it goes far enough. He agrees with prior testimony that this intersection is a mess and there is too much distance from Hocken Ave to Murray Blvd. He recalls there was a bike fatal accident a few years ago. He wants traffic to be slowed down in this stretch and would be in favor of a light at 141st Ave.

Mr. Walker noted pedestrians coming from the Millkan Way MAX Station need to go a mile out of their way in order to safely cross TV Highway heading south. We need to have a signal intersection at 141st Avenue to allow for safe passage for pedestrians and cyclist. This is a barrier preventing alternative transportation.

Commissioner Conway asked Mr. Walker to comment on the entrance way to the businesses.

Mr. Walker said he believes the proposed solution would help with safety. He has tried to make a left hand turn coming off of 142nd during rush hour traffic, and has found it to be nearly impossible. The only way currently to pull out is to use the middle lane and wait for a break in the eastbound traffic. There is a lot of traffic here during peak hours and a lot of traffic attempting to turn left.

Staff Comments:

Mr. Khasho explained if a fire truck was arriving from the west they could drive over the curb. The nearest fire station is located at Farmington and 139th to the east of the businesses, three blocks away.

Mr. Khasho continued, noting there were several comments on the parking on 142nd and Carousel Ct. After speaking to the ODOT Engineer he learned that Mr. Reichen and others are concerned about people parking too close to the corners. The city can implement no parking zones perhaps no parking 50ft from intersection. This would improve the line of sight at 142nd and Carousel Ct.

Mr. Khasho also commented on a possible intersection at 141st and TV Hwy. This intersection would need to meet signal requirements, including a certain amount of traffic on the side street. This decision would be up to ODOT, not the City of Beaverton. Mr. Khasho does not believe this intersection and this time would qualify for a signal.

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Martin Jensvold with Oregon Department of Transportation (ODOT) added in conjunction with putting in the traffic separator there will be minor striping changes to lengthen the westbound turn left on SW Murray Blvd. There will be a short two-way left turn striping section on TV Hwy west of SW 142nd Avenue and east of SW 141st Avenue to facilitate two stage left turns from those side streets. This would allow cars to have a center lane to wait to find a gap in traffic. Mr. Jensvold agrees with Mr. Khasho's prior explanations.

Commissioner Beaty asked if the median does not get extended, would be any conflict with drivers pulling out from SW 142nd Ave on the south side of the highway executing a left turn, with cars turning left from SW 142nd Ave from the north side of the highway using the new two-way left turn staging area. Mr. Jensvold said there is a couple hundred feet between these intersection and does not see there being an issue here.

Commissioner Beaty noted there have been several accidents turning left into the driveway. Have there been any accidents turning out of the driveway. Mr. Jensvold noted there were two accidents over a four year period of cars turning left out of the driveway. Based on the traffic counts, it does not appear as many people are attempting to turn left out of the parking lot.

Commissioner Henderson asked for more information on the crash data for other intersections. Mr. Jensvold said there was significantly less accidents at the other intersections.

Commissioner Johnson asked if at the meeting with business owners (approximately 90 days ago), were other solutions looked at? Mr. Jensvold noted he agrees with Mr. Khasho and does not think 141st Ave would qualify for a traffic signal.

Commissioner Conway is concerned that the divider will push the same traffic pattern down to SW 141st Ave. Mr. Jensvold noted at 141st Ave drivers only have to cross two westbound lanes and a right turn only lane. Past 141st there is an additional lane making it more difficult to cross. There have been 16 crashed at just one driveway in three years.

Commissioner Conway asked about the traffic and parking restrictions on SW 141nd Ave.

Mr. Khasho noted restricting parking on corners can be done under the authority of the City Transportation Engineer.

Discussion:

Commissioner McClean is in favor based on the engineer reports. This proposal will improve safety.

Commissioner Beaty believes the proposed solution would help with safety. He is concerned the effects this will have on SW 141st Avenue, a street that is already having crowding issues. He agrees with testimony and believes there is a speeding issue in this stretch based on personal experience.

Commissioner Cohen noted a similar solution was implemented Schools Ferry is strongly in favor.

Commissioner Johnson sympathizes with taking access away from businesses, but sees there is a big safety issue. She agrees with Commissioner Beaty. She is more in favor, but is thinks SW 141st Avenue will need a closer evaluation.

Commissioner Henderson would like to see a traffic light at SW 141st Avenue. Since that is not an option, he is in favor of the median solution.

Commissioner Conway thinks this will not be the last time Traffic Commission hears about SW 141st Avenue. He is currently in favor of TC 781.

Commissioner Cohen MOVED, SECONDED by Commissioner McClean to approve the request and the final written order for TC 781 as written.

Question called on the motion. Commissioner Henderson, McClean, Conway, and Cohen voted AYE. Commissioner Beaty and Johnson NAY. The MOTION CARRIED (4:2).

Issue TC 782: Overnight Truck Parking Restrictions on NW 167th Place, NW Twin Oaks Drive, and SW Merlo Drive.

Staff Report:

Presented by Mr. Khasho.

Officer Mark Barrowcliff of the Beaverton Police Department requested restricting overnight truck parking on NW 167th Place south of Cornell Road, on NW Twin Oaks between Cornell Road and 167th Place and on SW Merlo Drive between Merlo Road and 170th Avenue (see attached memo). Officer Barrowcliff indicated that since the City adopted the No Camping ordinance throughout the city, those streets are being used for truck parking and storage by individuals that are not connected to any of the businesses in the area. He indicated that when trucks are parked on the side of the street it creates a safety hazard to the community.

The pavement width of NW 167th Place and NW Twin Oaks is 40 feet. Both streets are classified as Local Streets that serves office and industrial businesses. Although the area around these streets was planned for office industrial use, in the last several years many of the buildings in the area is occupied by new businesses that provide general services.

The pavement width of SW Merlo Drive is 44 feet. It is classified as a Local Street that serves Merlo High School and office and industrial businesses. Due to the growth in the area and the construction of several multifamily developments on 170th Avenue, the pedestrian and bike activity on Merlo Drive has increased by individuals getting to the school and to the Merlo Max station.

During field visits to the sites, staff observed that the demand for on-street parking from businesses along NW 167th Place, NW Twin Oaks and SW Merlo Drive is very low as businesses have large parking lots with ample parking. It was also observed that the streets are used for truck storage with trucks lined on both sides of the street that makes it difficult for drivers to see pedestrians walking or crossing the street. Many of the trucks did not move for several days.

The demand for overnight truck parking by the businesses along NW 167th Place, NW Twin Oaks and SW Merlo Drive is very low. This was also confirmed in the attached memo from Officer Barrocliff.

Staff is proposing to restrict overnight truck parking on NW 167th Place south of Cornell Road, on NW Twin Oaks between Cornell Road and 167th Place and on SW Merlo Drive between Merlo Road and 170th Avenue.

-End Report-

Officer Barowcliff reported being contacted by many businesses on SW Merlo Drive, NW 167th, and NW Twin Oaks. The semi-trucks that are parking there are not affiliated with any of those businesses. They are owner-

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operator trucks. Many of the businesses have reported not feeling safe walking in this area due to this issue. He has been contacted by businesses on other streets, including, 169th, Artic, and Nimbus. Officer Barrowcliff is asking Traffic Commission to look at the streets purposed in the issue, and possibly address more down the road for the safety of the kids and the community.

Commissioner Beaty asked about the definition of "truck", as referenced on the sign.

Mr. Khasho confirmed the sign will say "No truck parking", which includes semi-trucks and U-Hauls.

Commissioner Beaty noted most of the complaints are about day-time activity and parking. Why are the parking restrictions for the evening and not during the day?

Mr. Barrowcliff noted each location is different. The Merlo is near soccer fields, and restricting parking would affect daytime activities. The trucks stay for a varied amount of time, ranging from one night to all weekend.

Mr. Khasho said businesses would be negatively effective by overnight only parking.

Commissioner Conway built off Commissioner Beaty's question, noting the staff report said the on street parking demand is very low.

Mr. Khasho confirmed this is correct, and added sometimes they may need additional parking.

Commissioner Henderson asked if these signs are approved how they will be enforced. He believes having a no parking time window would be easier to enforce for Code Enforcement or officers.

Mr. Khasho said the city has the same signs on Artic Drive, and trucks have not been parking overnight since the signs were installed. By saying no overnight parking, it does not mean trucks can park during the evening and drop a load. It means they cannot park the whole evening. "No overnight parking" is actually more flexible for truck drivers than specific hour no parking restrictions.

Commissioner Conway noted he wants the commission to be consistent throughout the city with any restrictions they put in place.

Commissioner Johnson asked if there is a city wide parking ordinance for the council to address right now.

Mr. Khasho confirmed council is working on an ordinance.

Commissioner McClean noted staff has reported that the trucks parking are not affiliated with local businesses. He questioned why it matters who is parking on the street.

Mr. Khasho stated, no, anyone can park on the street. The only place trucks cannot be left overnight is residential areas. There is no city ordinance that gives special permission to street parking for adjacent home or business owners.

Commissioner Conway is concerned about implementing change and having the problem move to somewhere else in the city. Where does staff think these trucks will go?

Officer Barrowcliff said Beaverton has grown and conditions have changed. Cut through traffic has increased, the bus barn is new, and there are more kids on Merlo Road now. He sympathizes with the truck drivers, but Beaverton is changing. He doesn't know where the trucks will go. This has become a dangerous situation.

Commissioner Conway inquired why these two locations being presented as one Traffic Commission issue.

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Mr. Kasho explained they are the same type of issue.

Public Testimony:

Susan Leatherman, Beaverton, Oregon, *In Favor*

Mr. Leatherman works for John L. Scott. The trucks park past where they are supposed to park, making it difficult to pull out of driveways. This street receives a lot of family traffic from people using the park. When she left to come to the meeting this evening, there were semi-trucks parked on the entire stretch of 167th.

Ms. Leatherman would like to see a parking time limit on 167th, and no overnight parking. She contacted the School District. The bus barn has about 200 buses making a total of 800 trips per school day. When the buses are lined up down the road and the semi-trucks parked on the sides, you can barely drive down the road. On Twin Oaks, she would like to see no parking on one side of the street.

David Pyrkey, Beaverton, Oregon, *In Favor*

Mr. Pyrkey has been a tenant at Twin Oaks Plaza for 15 years. He is concerned about the semi-trucks on 169th. For many years there hasn't been any semi-truck parking here. This is a recent problem. Staff has reported almost being hit while checking the mail. This street is also being used for cut through traffic to bypass 170th. Cars park right up to the intersection blocking line of sight, and creating the need to make a wide turn. Mr. Pyrkey has almost been in head-on crash here. Other tenants have reported being scared to cross the street here as well. This has been an issue for about six months.

Mr. Pyrkey provided a letter and a list of signatures of support as well.

Commissioner Conway asked if he is in support of this issue as it is currently written, as this issue does not mention 169th.

Mr. Pyrkey confirmed, and noted he was told to attend this meeting.

Commissioner Conway asked if he has contacted staff.

Mr. Pyrkey confirmed he reached out to Officer Barrowcliff and transportation engineering a few weeks ago.

Staff Comments:

Mr. Kasho stated he received the request for 169th after the October agenda was set. This will be addressed in a future meeting.

Commissioner Cohen clarified the issue is trucks parking during the day.

Mr. Kasho said restricting overnight parking is the easiest way to have drivers not to leave their trucks for extended periods of time. Having specific time restrictions can be confusing.

Commissioner Conway asked if there is a way to have two different solutions for these streets. He wants a holistic solution and not just pushing the problem around the city.

Discussion:

Commissioner Beaty noted this is a precautionary issue, no accidents have been reported here yet. This is clearly a safety issue. He is in favor. If commission approves this issue, he wants to see where the trucks go prior to approving another similar issue. Traffic Commission should not be pushing the same problem around the city. If this becomes a bigger issue, city council should be responsible for direction.

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Commissioner Henderson suggested approving Merlo and address the other streets later.

Commissioner McClean noted these are complicated issues. Without a city wide ordinance on overnight parking, we have to handle these on a case by case basis. We need to focus on the Traffic Commission criteria, providing safe vehicle, bicycle and pedestrian passing. So far the only issues that have been mentioned are visibility of pedestrians, and vehicles parking too close to intersections and driveways. He recognizes there is a challenge of trucks parking on this street, but in his opinion they have not met the criteria to approve this issue. There is no city ordinance that you cannot park on city streets.

Commissioner Johnson noted the city is changing and evolving. No one wants to see a kid dart out from behind a truck and get hit by a car. She would like the city to come up with a more holistic solution and ordinance. She is torn on this issue.

Commissioner Cohen doesn't believe restricting evening parking is the solution. If the proposal was to restrict daytime parking he would be in favor. He is not in favor.

Commissioner Henderson wants to see these as separate issues. He believes Merlo Drive is more of a safety issue. He would like to give business that rent nearby more of a vote than those who are randomly in the area.

Commissioner Conway would like to approve Merlo Drive and separate out the other streets. He also does not want to see this issue pushed around the city.

Commissioner Henderson MOVED to modify TC 782 to Restrict Overnight Truck Parking SW Merlo Dive, between Merlo Road and SW 170th Avenue, SECONDED by Commissioner Beaty.

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

Commissioner Conway MOVED, SECONDED by Commissioner McClean to approve the modified request, Restrict Overnight Truck Parking SW Merlo Dive, between Merlo Road and SW 170th Avenue and the final written order for TC 782 as modified.

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

Commissioner Henderson MOVED, SECONDED by Commissioner McClean to deny the modified request, to Restrict Overnight Truck Parking NW 167th Place south of Cornell Road on NW Twin Oaks Drive, between Cornell Road and 167th Place and the final written order for TC 782 as modified.

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

*Both of these final written orders will be signed at the November 1st Traffic Commission meeting.

Several commission members said they would like to see a purposed solution for where trucks can park next time this type of issue comes forward.

Issue TC 783: Bike Lanes on SW 5th Street East of Western Avenue.

Staff Report:

Presented by Mr. Khasho.

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In October 2017, under TC 762, the Traffic Commission considered installing bike lanes on SW 5th Street east of Western Avenue. Following the public hearing on the issue, the Traffic Commission voted to deny the request to install bike lanes on 5th Street. The Traffic Commission decision to deny the request was due to public testimony received that emphasized the need for on-street parking to accommodate the campers on 5th Street (see attached excerpt meeting minutes on the issue).

Recently, the City of Beaverton adopted a NO Camping ordinance and there is no longer a camping issue on 5th Street east of Western Avenue. Staff is bringing the bike lane installation issue back to the Traffic Commission for consideration.

Currently, there are bike lanes on 5th Street west of the intersection with Western Avenue but there are no bike lanes east of the intersection. Bicyclists are involuntarily having to use the travel lane when cars are parked on both sides of the street. This condition position the cyclists in an unsafe situation especially when cars turn from Western Avenue at a high speed and the cyclists are not in the line of sight of the driver.

The pavement width of SW 5th Street east of SW Western Avenue is 40 feet. It is a dead end street and is classified as a Local Street. There are no sidewalks on either side of the street. Currently parking is allowed on both sides of the street except within 100 feet from the intersection. Truck parking is restricted for trucks that are over 10 tons gross vehicle weight rating (GVWR). At the east end of the street there is a path that connects with Chestnut Place and is heavily used by cyclists and pedestrians to connect to Allen Boulevard and the Fanno Creek Trail. There were no reported crashes on 5th Street east of Western Avenue during the most recent three years of available crash data.

The area near 5th Street and Western Avenue is industrial in nature. There is an undeveloped vacant lot along the south side of 5th Street east of Western Avenue. Businesses in the area have large parking lots with ample parking that exceeds the required number of parking stalls. On occasion few employees park on 5th street east of Western Avenue.

Staff is proposing to stripe 5 feet wide bike lanes on both side of SW 5th Street along with 7 feet wide parking on the south side of the roadway and 11.5 feet travel lanes. At the intersection with Western Avenue there will be three 11 foot travel lanes, one for eastbound traffic, one for westbound left turn traffic and one for a shared westbound thru-right traffic. The bike lane on the north side of the roadway will begin 25 feet east of the designated left turn lane while the bike lane on the south side of the roadway will begin at the intersection with Western Avenue. To accommodate this striping plan, it would be required to restrict parking on the north side of SW 5th Street east of SW Western Avenue.

Restricting parking on SW 5th Street would provide the space to install the bike lanes, ensure bikers be able to travel safely on the roadway while local businesses and residents will still be able to use the south side of the street for parking. The bike lanes will ensure drivers and cyclists are aware of the lanes designated for their use minimizing confusion.

-End Report-

McClellan asked how much parking would be removed.

Mr. Khasho calculated approximately 8 spots would be removed.

Commissioner Beaty asked about if bike would be enough to trigger the light heading westbound on 5th Street.

Mr. Khasho said there is video detection that would detect a bike.

Commissioner Beaty asked if the bike lane east of the bakery on 5th Street would be continued to the intersection.

Mr. Khasho said the street is not wide enough for a bike lane.

Commissioner Conway noted all the written testimonies are not in favor and would like the funds to be spent elsewhere in the city. He asked what the approximate cost of installing this bike lane would be.

Mr. Khasho replied \$3000.

Public Testimony:

John Gorman, Beaverton, Oregon, *Against*

Mr. Gorman regularly rides his bike through this area for the last 15 years. This stretch does not have much traffic and does not need a bike lane. He is concerned bike lanes are being used to solve social problem. Sometimes the light is inconsistent about being triggered and he has to ride on the sidewalk to push the button. There are a lot of areas that need improvements, and this is not one of them.

Rick Kappler, Beaverton, Oregon, *In Favor*

Mr. Kappler works on Artic Drive. When the condos were built near McMillen Park and the path was installed it transformed bike commuting on the east side of Washington County. It created a safe path from Beaverton to Portland. This project is helpful for people who are new to the city to help them be aware of the path. He thinks this is a low price point for an easy upgrade. It would be nice to extend the bike lane earlier.

Commissioner Beaty clarified his intention with the bike lanes.

Mr. Kappler replied he wants to create awareness about the trail system.

Commissioner Beaty suggested a wayfinding sign.

Mr. Kappler said there is currently a bypass sign there, which he thinks is causing increased cut through traffic.

Brian Walker, Beaverton, Oregon, *In Favor*

Mr. Walker in general supports more bike infrastructure. He inquired if sharrows been considered for this location. He said sidewalks would be an ideal solution.

Staff Comments:

Mr. Khasho said if there is room to add a bike lane, there is no point in adding sharrows, since bike lanes are safer.

Commissioner Conway asked about the angle of the striping at the end of the road.

Mr. Khasho noted the bike lane will not cross the street to the apartment. We cannot add wayfinding signs here because the path is on private property.

Commissioner Cohen asked about green blocks at intersections for bikes, similar to what Portland has.

Mr. Khasho explained these blocks are used to prevent "right hook" collisions with bikes. This location does not have the amount of bike traffic needed and we do not have the "right hook" issue here.

Discussion:

Commissioner McClean is in favor.

Commissioner Henderson is in favor due to lack of business opposition.

Commissioner Beaty said the cost of this is less than he expected. As a cyclist, since the bike lane ends prior to getting to Western Avenue, then would start again for only a block, he does not think there is a purpose to it. If the bike lane continues to the dead end, it could potentially cause confusion since you would need to start turning left way before. He would like a wayfinding sign on this block as well as by the bakery. He doesn't think weekend riders would use this trail. It will mostly be used by commuters.

Commissioner Johnson agrees with prior Commissioners, and thinks this is not a good use of resources. She is not against passing this issue.

Commissioner Conway noted as a former member of the Bicycle Advisory Committee (BAC), he was surprised no written testimony was presented.

Mr. Khasho noted the BAC was in favor last time.

Commissioner Beaty noted there is more testimony not in favor or please spend the money elsewhere, than in favor.

Commissioner Conway MOVED, SECONDED by Commissioner Henderson to approve the request and the final written order for TC 783 as written.

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

Old Business

Mr. Khasho informed the Commission that City Council ratified two of the issues from the last meeting. They did not ratify parking on 105th. Council pulled it from the agenda and did not vote on it. Staff will take the issue back to Council to get direction. It may come back to Traffic Commission.

New Business

At the September 18th City Council meeting, Commissioner Beaty testified about the Traffic Calming Program. Mr. Khasho reminded the Commission that for any of the Commissioners to officially represent Traffic Commission at City Council, they need to have an approved motion prior to giving testimony.

Commissioner Beaty said that his intention was to communicate to Council that the Commissioners agreed to relook at the program. During the Council meeting, the Mayor asked if anyone of the Commissioners had written to him, to which Commissioner Beaty replied no. The Mayor requested a letter.

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Mr. Khasho noted per the bylaws, the chair should work with the Transportation Engineer for these matters. There will be time at the next meeting to discuss this more. City staff has done nationwide research on similar programs and will present at the next meeting.

Adjournment:

There being no further business before the Commission, the meeting was adjourned at 9:48 pm.

Shelley Searle, Traffic Commission Recorder