

**CALL TO ORDER**

On Thursday March 5, 2020 at 7:03 pm., Chair 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: Chair Ernie Conway, Vice-Chair Bradford McClean, Melissa Bobadilla, Paul Cohen, Douglas Henderson, Henryk Urbanski and Mark Brown

City staff present: City Transportation Engineer Jabra Khasho, Police Sergeant Steve Schaer, and Traffic Commission Recorder Stephanie Werner.

**VISITOR COMMENTS:**

**Ben Johnson, Beaverton Oregon**

Mr Johnson lives at 15558 SW Wren Lane and is concerned about parking on 155<sup>th</sup> Terrace. This is in the Westmont HOA where only half of the 120 homes are completed. 155<sup>th</sup> Terrace is also used to get to about 150 homes on the hill behind his HOA. The street is narrow, there are no bike lanes or center line markings, and depending on the parking, 2 cars cannot pass at the same time. There used to be no parking on 155<sup>th</sup> Terrace, but when the HOA was built they added parking on one side of the street. Recently there has been an upturn in nonresidents parking on the street. Commercial vehicles, loiterers, cars from the apartment complex down and across Scholls and other random parking are taking up all the parking between Thrush Lane and Scholls Ferry. Mr. Johnson has asked that parking on 155<sup>th</sup> Terrace between Thrush and Scholls Ferry be restricted, and a bike lane be added. At the least, adjust the parking so the houses on Thrush Lane and Wren Lane are part of the no parking zone so nonresident cars are set back from the housing area.

Chair Conway asked Mr Johnson if he went thru the HOA and the NAC. Mr Johnson said he didn't go to the NAC but did work with the HOA, however they said it was a city issue. Chair Conway referred this to the City Engineer for a recommendation.

Staff stated he would review the site and make a recommendation.

**PRESENTATION:**

**Transportation System Plan (TSP) Update Scoping. (Luke Pelz, Senior Transportation Planner)**

The TSP has not been updated since 2010 and the Transportation Planning Division is taking steps to prepare a 2020 grant application to support the TSP update. ODOT offers the Transportation and Growth Management (TGM) program to help offset some of the costs associated with updating the TSP. This presentation is asking the Traffic Commission what they think are main issues that need to be addressed.

Vice Chair McClean wants carpool and rideshare included in the long-term plan. He also wants to see traffic congestion reduced at certain peak times of day.

Commissioner Bobadilla wants the equity inclusion to not leave out Asians and Millennials. She is concerned that ¼ mile walking distance to get to public transportation might be too far for the elderly, income poor or people in poor health. Biking is not necessarily an option to everybody, and bus stops need to be safe for all age groups. Traffic cannot be pushed onto the neighborhoods simply because travel choices are trending toward mass transit. This is not the

case for all. Let's create a functional plan at the start, not tie our hands after it's too late in the process.

Commissioner Urbanski said when looking to the future we need to consider that the population will be aging, 1 in 5 will be 65+ by the end of the decade.

Chair Conway said the problem of needing a car is great because transit does not work all that well. There are instances where one can bike faster than MAX can run. He also noted that not very often is the Traffic Commission involved in setting and molding policy, they mostly are tasked with fixing the problems after the fact.

**Downtown Design Project: Parking Regulations. (Steve Regner, Senior Planner & Molly Rabinovitz, Parking Manager)**

This presentation started with a brief overview of the schedule and reviewed the work done so far regarding the Downtown Design project specifically dealing with parking regulations. The role parking plays in a successful downtown and the long-term efforts the city is undertaking to develop a comprehensive parking strategy, the proposed interim parking strategies were discussed at length.

Currently the downtown parking efforts include phase 1 which is a Beaverton Central parking garage and phase 2 which is an expansion of paid parking on and off street. This will include operations and maintenance of a system, working with Beaverton Police Department to enforce parking downtown and collecting as much data as possible along the way.

The collection of data will help inform future parking regulations that will include the evaluation of and changes to parking ratios, changes to parking permits and potential reduction strategies to name a few. In the interim, the proposed steps to make downtown parking requirements easier to understand include reordering and aligning the parking ratio tables, modifying regional center parking districts, providing automatic reductions in key areas and revising and adding certain parking reduction strategies.

Reduction concepts will be necessary and new options not currently in code could possibly include reductions in key areas of downtown that will be strategically selected to encourage more intense development in areas intended to be the most vibrant. Considerations for rail proximity, bus proximity, the heart of old town, car sharing programs, and long-term bike parking would all be key factors in reducing the number of parking spaces available.

Developer feedback included excitement for efforts to reduce parking requirements, especially near transit and they would encourage the requirements to be even lower. Developers and Local stakeholders agree on-street management is critical for success and there is an interest in monetizing structured parking.

The next steps include public open houses, a work session between the Planning Commission and City Council and by the summer of 2020 adoption hearings will begin.

Vice Chair McClean thinks we need to clarify why we need reductions in parking and how it may increase development and it may help simplify and lead to increased public transit. But there needs to be viable options for both residents and visitors. The consensus seems to be there is nowhere to park or people do not know where to park so it needs to be simplified and have

designated solutions. There also needs to be better communication about how reducing parking will help people.

Commissioner Bobadilla is concerned about how the public is being notified of the public hearings. She really would like the City to do more to get people from outside Beaverton involved because they too are impacted by these changes. Plus, there are some people who cannot access the internet easily or daily. Commissioner Bobadilla believes we have a shortage of parking and this entire presentation is based on public transportation working, and her opinion is that it does not currently work for everybody.

Staff stated over the years they have had multiple open houses and have been collecting email address, residents can submit their email address online and staff have been doing email blasts. Notice of the open house is on the front page of the website, mailers have been sent, there is a poster in the plaza and the library, and all the City social media accounts have provided information.

Commissioner Cohen said if there is no parking provided then it is going to be pushed to the street. Once there is no parking on the street businesses will begin to suffer. If parking is not enforced 24 hours per day and you are forced to pay for it on the street, there will be a problem. Currently after 4pm parking is free on the street downtown and nobody would pay for a parking spot because why when it is free. Even if someone did not have a car and wanted to use ride share, there is currently no place for that driver to wait safely to drop off or pick up without blocking the road. The shortage of parking is really where people want it and when they want it. Figure out how to fund a loop system that is full time and reliable which would immediately solve the parking problem.

Staff agrees that without increased efforts for on street parking management, there will continue to be issues. Developers recognize they would not be able to market a building with no parking available, especially since public transit only runs East and West. All the pieces must come together for any of it to work.

Commissioner Urbanski asked if the new rules will apply to everybody or just new development? Making the point that an elderly person could wake up and find that they do not have a spot to park anymore and their dependence on a vehicle to get around would become a hardship. He also asked about why there is no discussion about use of motor scooters or mopeds or motorcycles. They are less polluting and take up less space.

Staff stated that curb management is an important piece to making this work. Also, the new rules would only apply to an existing development if they were asking to change their land use design. The rules apply to a development based on the land use regulations at the time of application, so unless they were asking to change something, nobody would wake up and find their parking spot removed.

Commissioner Brown is concerned that these aspirational policies are not actually going to achieve the goal but just off load the problem to someplace else-THE STREET.

Chair Conway did not hear anybody say they were going to make this affordable for everybody. The traffic commission has seen time and time again there is a city-wide parking problem. There is no place for big trucks to park near the city. There is not enough public transportation. Affordability is the key to this issue. Enforcement needs to be streamlined with

the ticketing process. He does believe the city vision is a good one but feasibly it doesn't solve how people are going to get here.

Commissioner Bobadilla feels developers might be saying they know they will not be able to sell a building without parking, but one will eventually push the envelope and do it. Once others see it is feasible it will become standard and the problem will be pushed off to someplace else. Rules need to be adopted that will be usable and enforceable.

Vice Chair McClean believes reduction in a tough sell and he doesn't think the city is doing a good enough job.

**Allen Boulevard / 92nd Avenue Shared Use Path Connection. (Trevis Smith, Project Engineer, Ben Austin, HHPR)**

Three options were presented to offer solutions for connection of the 500foot gap in the Fanno Creek Trail at Allen and 92<sup>nd</sup>. The second option, a Roundabout, is the preferred alternative. The pros include, shortest route, slows vehicles approaching trail crossing, provides good sight distance approaching the trail crossing and it will become a signature feature entering the City of Beaverton. Cons include partially restricts large trucks from making all movements, increases full depth pavement reconstruction and it is the most expensive option(\$1.8-\$2.1Million). Asked the Traffic Commission for their feedback.

Commissioner Henderson asked if the diameter of the center island could be reduced to better allow big trucks to make the turn.

Commissioner Urbanski wanted to know if the RRFB will be visible to the 2<sup>nd</sup> and 3<sup>rd</sup> car coming into the traffic circle?

Chair Conway said the RRFB needs to face South and East for the most exposure to car traffic.

Vice Chair McClean said a 3<sup>rd</sup> yellow flashing light should be faced West to flash with the RRFB.

Commissioner Bobadilla suggested a pedestrian crossing sign entering the traffic circle to give drivers an extra awareness of what could potentially happen while in the traffic circle.

Commissioner Cohen suggested there might be money available to have some type of artistic installation in the center island as motorists enter the City of Beaverton.

**CONSENT ITEMS:**

Chair Conway reviewed the consent agenda comprised of TC 801 Truck Parking on NW Bethany Court (approve the revised final order from the February 6, 2020 meeting) and the meeting minutes from February 6, 2020.

Vice Chair McClean MOVED, SECONDED by Commissioner Cohen to approve the consent items as written.

Commissioners Urbanski, Bobadilla, Cohen, Henderson, Vice Chair McClean, Chair Cohen voted AYE. Commissioner Brown abstained as he was excused from the last meeting. The motion CARRIED (6:0).

**WORKSHOP:**

**Establishing Criteria on Implementing Senate Bill 558 to Reduce Speed Limits in Designated Residence Districts by Five Miles Per Hour.**

City Transportation Engineer Jabra Khasho stated he needs direction and feedback from the Traffic Commission so a policy regarding Senate Bill 558 can be implemented in the City of Beaverton. This bill went into effect January 1, 2020 and indicates the City can post a speed limit 20 sign on any given residential street that is currently posted at 25MPH. Mr Khasho has an opinion that it is not necessary on every street in the City, but it is warranted on streets with no sidewalks or on bike boulevards. Mr Khasho will take the feedback and he will decide with the help of the City Attorney as to an ordinance adoption.

Commissioner Cohen asked if Hall and Watson and King Boulevard qualify?

Staff stated no to Hall and Watson based on them being a business district and yes to King because it is a bike boulevard.

Commissioner Urbanski asked if we are compelled to follow this senate bill and what is the problem we are trying to fix?

Mr Khasho stated this all started in Portland and is not necessarily needed in Beaverton at this specific time, but by talking about it now means it will not be a surprise if it is ever brought before the Commission.

Vice Chair McClean would like a consistent and standard criterion for using this new policy. He also stated possibly deploying this in high pedestrian areas would be appropriate.

Commissioner Henderson likes there is an option and feels it will be utilized at times. One of the criteria could be pairing it with a speed study and using that data to decide if this could fit.

Commissioner Bobadilla feels it is nice to have options, but nobody is complaining yet. Look to Portland for examples but tailor the bill to our needs that make sense.

Commissioner Cohen believes it is a tool to have, but we can't follow exactly what Portland did.

Commissioner Urbanski said people can ask but we do not need to go around and impose this rule on every single street.

Commissioner Brown wants to know what other counties are doing. He would prefer if the criteria are very narrow and specific so it will make decisions easier.

Staff states he has not heard of any other cities using this except Portland, at this time. He confirms that this is not a mandate and that he will be taking all feedback as well as advice from the city attorney and drafting a policy for final review from the Traffic Commission.

**STAFF COMMENTS:**

No staff comments at this meeting.

**PUBLIC HEARINGS:**

No public hearing at this meeting.

**Final Staff Comments:**

**Old Business**

No old business.

**New Business**

Potential for short meeting in May.

**Adjournment:**

There being no further business before the Commission, the meeting was adjourned at 9:30 pm.

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Stephanie Werner, Traffic Commission Recorder