



170th Ave. / 173rd Ave. Road Improvement Project

Project Advisory Committee

ISSUE BIN

<u>ISSUE</u>	<u>DATE PLACED IN ISSUE BIN</u>	<u>DATE ADDRESSED</u>
<p><u>Based on the original MSTIP proposal, will sidewalks & bike lanes be constructed on 173rd Ave. (if 170th Ave. is chosen as the preferred alignment)?</u></p> <p>According to the voter's pamphlet from the May 16, 1995 election, sidewalks will be included in the project. The sidewalks that are referenced in the pamphlet refer to those built as part of the selected alignment. Additional sidewalks are not specifically mentioned as ancillary improvements to the project.</p>	9/25/03	10/30/03
<p><u>Will a bridge be used to span the Willow Creek tributary just south of Walker Road?</u></p> <p>Specifics, such as the type of drainage structure to be used at the Willow Creek tributary, were not part of the MSTIP proposal. These types of details were expected to be addressed during the project development stage of the process.</p>	9/25/03	10/30/03
<p><u>Does TriMet have any plans to have busses use the 170th / 173rd corridor?</u></p> <p>According to TriMet, there are no plans in their TIP (Transit Investment Plan) to add bus service to this corridor.</p>	9/25/03	10/30/03
<p><u>Is there a proposed connection from Heritage Village through the orchard property) to 173rd Ave.?</u></p> <p>According to the City of Beaverton's Functional Classification map, a proposed Neighborhood Route is shown connecting Heritage Village with 170th and 173rd. A copy of the map was provided to the PAC members.</p>	10/30/03	12/4/03

<u>ISSUE</u>	<u>DATE PLACED IN ISSUE BIN</u>	<u>DATE ADDRESSED</u>
<p><u>What is the INST (institutional) use, located at the west side of the Zoning Map?</u></p> <p>The INST use is part of the Heritage Village development.</p>	12/4/03	1/22/04
<p><u>What is the potential traffic volume that could use 173rd Ave. if 170th is selected?</u></p> <p>1/22/04 - The PMT indicated that this would be addressed during the alternatives analysis stage of the PAC.</p> <p>4/22/04 – The estimated 2010 & 2023 volumes for 173rd Ave with full access at Baseline are:</p> <p>Alt 1 (2010): 1,800 to 2,300 vpd Alt 1 (2023): 2,700 to 3,300 vpd</p> <p>Alt 2 (2010): 1,200 to 1,300 vpd Alt 2 (2023): 1,900 to 2,000 vpd</p>	12/4/03	4/22/04
<p><u>What are the definitions to the Design Criteria?</u></p> <p>Definitions to the Design Criteria were distributed to the PAC members.</p>	12/4/03	1/22/04
<p><u>Is this corridor identified as a freight / transit route?</u></p> <p>The PMT provided the PAC members with maps from the County’s Transportation Plan, which illustrate the fact that this project corridor is not a freight or transit route.</p>	1/22/04	2/5/04
<p><u>What is the process for assessing impacts to properties & purchasing right-of-way?</u></p> <p>2/5/04 - The PMT indicated that a County R/W agent could be invited to a PAC meeting to explain the process.</p> <p>4/22/04 – Rod Bliss presented information to the PAC on the formal right-of-way process.</p>	1/22/04	4/22/04
<p><u>Does the TriMet lot at the Elmonica park & ride have room to grow?</u></p> <p>According to TriMet, Elmonica Park & Ride facility is a surface lot with a total capacity of 435 spaces. It is currently 75% utilized by TriMet customers, down from</p>	2/5/04	3/4/04

<u>ISSUE</u>	<u>DATE PLACED IN ISSUE BIN</u>	<u>DATE ADDRESSED</u>
average use of 90% to 95% of capacity during the past years. Tight job market and recession has impacted Park & Ride utilization at Elmonica as well as other TriMet park & ride facilities. Currently, 25% of spaces are available for use.		
<p><u>What is the sight distance at 170th Ave. & Whitley?</u></p> <p>3/4/04 – The PMT is investigating this issue and will provide the PAC with information when available.</p> <p>4/22/04 – The sight distance for westbound Whitley Way looking north is less than the standard, however, the project will be widening 170th Ave (between Baseline and Steele Park) by 2 feet on the west side of the road to make the road section consistent with the new segment.</p>	2/5/04	4/22/04
<p><u>Can photo radar be incorporated into the project?</u></p> <p>4/22/04 – The City of Beaverton has agreed to add the 170th / Baseline and 173rd / Baseline intersections to the list of candidates for photo red light enforcement. However, the City notes that the existing list is long and they can have a maximum of only 8 signals with the system. There are 4 already in use. Crash history and red light citation history would be factors in determining whether or not these intersections would ultimately receive the system. The City of Beaverton would also support pullouts for photo radar vans if it were possible to incorporate them into the project.</p>	3/4/04	4/22/04
<p><u>What are the minimum building setbacks for the corridor?</u></p> <p>6/3/04 – According to the City of Beaverton, the minimum setbacks are:</p> <p>Front yard – 25 feet Side yard – 5 feet Rear yard – 25 feet</p>	4/22/04	6/3/04