



MEMORANDUM

DATE: 08 Nov 13
TO: Bob Galati, City of Sherwood
FROM: Carl D. Springer, PE, PTOE, PTP
SUBJECT: **Sherwood Transportation On-Call Task 13**
SW Adams Avenue Extension TSP Amendment Review

1117-013

Per your request of October 17, 2013, we have reviewed the SW Adams Avenue TSP Amendment application dated September 17, 2013, which was prepared by Harper Houf Peterson Righellis, Inc. This review focused on the technical components of the analysis and determining if the proposed actions are consistent with relevant Transportation Planning Rule (OAR 660-012) requirements. Based on our review of submitted materials, this proposed TSP amendment complies with the above state requirements.

The following section provides a summary of our review.

Project Summary

The applicant, Washington County, proposes to amend the City of Sherwood's Transportation System Plan (TSP) to add a new collector street west of Highway 99W, which would be the westerly extension of SW Adams Avenue.

The street referred to as SW Adams Avenue has since been renamed to SW Langer Farms Parkway.

TPR Review

The memorandum prepared by DKS Associates on September 17, 2013, entitled Sherwood TSP Amendment (Highway 99W/Adams Avenue) – TPR Findings presents information regarding the proposed street extension and redesignation, and how it complies with applicable transportation plans and policies.

Based on our review, we highlight the following facts and findings from that memo as important for making our recommendations regarding TPR compliance:

- The proposal would not alter the current comprehensive land use designations within the area served by this street. Therefore, the intensity of use and related traffic activity will not change as a result of this action.
- ODOT policy stipulates only collector street class and higher may be granted access onto state highways. In point of fact, the west leg of this intersection already has access to the state highway

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and is controlled by a traffic signal. The proposed change of functional class will not modify this existing condition.

- A 2009 analysis that shows the resulting traffic conditions when the remaining vacant lands served by this street are developed. That study found that with added turn lane improvements on the side street approaches to the highway that the intersection would continue to operate within the mobility targets set by ODOT. Therefore, there is no expectation that the change in functional class designation will adversely impact traffic operations along the adjoining major streets.
- The existing street connection west of Highway 99W is a private street, not a public street. By changing the designation to a collector street, it would help to assure that the necessary facilities will be constructed for walking and biking modes, as well as driving modes that are accommodated today.
- The change in designation to a public street also introduces the need for public street right-of-way by the affected property owners. This could be accomplished either by dedication as development occurs or through easement agreements or a combination of the two.
- The memo notes that the intent of the TSP is to provide for a future street connection that serves properties in the northwest quadrant of the Highway 99W / Tualatin Sherwood Road intersection. The extension of this street, as a collector, across the ravine would be necessary for that connectivity to function as intended by the collector class designation. The dashed line in Figure 2 of the applications suggests this connection between SW Adams Avenue and SW Borchers Road. This type of connection would benefit traffic operations on the highway at Tualatin Sherwood Road, by removing local trips from the state highway system, and it is encouraged.

Recommendations

Based on our review of the above materials, we make the following findings and recommendations:

- The proposed extension of a collector road west of Highway 99W is consistent with the requirements of the Oregon Transportation Planning Rule (OAR 660-012).
- The spacing of collector roadways is consistent with City standards.
- The need for a multimodal facility serving properties in the northwest corner of the Tualatin Sherwood Road intersection would be valuable to the City and an improvement over what is provided in the current plan.
- The ultimate connection to SW Borchers Road would be a significant benefit for local circulation opportunities. Consideration would need to be given to the potential for diverted traffic as a result of congestion at the Tualatin Sherwood Road / Highway 99W intersection.
- The designation of this street as a collector street would be a significant change from its current design, primarily because the design standard of a collector versus a private access street. When this street is improved to facilitate the extension, the design standard in the City's collector street standard may require modification of the existing facility, which could affect existing access and circulation patterns to existing businesses.

If you have any questions, please feel free to call.



Department of Energy
Bonneville Power Administration

November 27, 2013

In reply refer to: TERR/3

BPA Case No. 20140069

BPA Tract No. OC-K-97-A-42; OC-K-96-A-41

Transmission line: John-Day Keeler No. 1 (Oper. as Pearl-Keeler No. 1), 500 kV

Sites: SW Baler Way, Sherwood OR; SW Adams Ave N., Sherwood, OR proposed road extensions

Your reference: Proposed City of Sherwood Transportation Plan and Comprehensive Plan Amendment

Mr. Brad Kilby
Planning Manager
City of Sherwood
22560 SW Pine St
Sherwood, OR 97140

Dear Mr. Kilby;

BPA is in receipt of the Washington County proposals to amend the City of Sherwood's Transportation System Plan and the Comprehensive Plan Amendment for SW Baler Way and SW Adams Avenue North, in Sherwood. The application for Land Use Action has been assigned BPA Case No. 20140069.

Bonneville Power Administration (BPA) has no objection to either Plan or Amendment as proposed, as long as the transmission line facilities and right-of-way are not adversely affected.

The proposed uses located in the transmission line right-of-way will require a BPA Right of Way Use Application prior to construction, which should include clearance measurements to the closest BPA tower and overhead wires, and road specifications, prior to construction. Applications must be submitted to BPA for any use proposed within the rights-of-way, link: http://transmission.bpa.gov/LanCom/Real_Property.cfm.

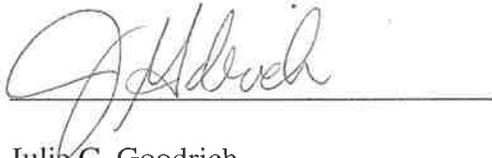
Note that BPA imposes certain restrictions and/or prohibitions on the use of property encumbered by our transmission line rights-of-way. BPA's easements may prohibit structures, parking, and lighting within the rights-of-way.

BPA's priorities focus on the safety of human life and integrity of the power transmission system. It is critical that BPA does not allow activities on the rights-of-way that can jeopardize either of these priorities.

Please direct any communication to the Real Property Field Services Office at Bonneville Power Administration and myself by telephoning 503-230-5500 directly, or by emailing jcgoodrich@bpa.gov for more information on this application process.

Thank you for the opportunity to comment on this proposal.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. Goodrich", is written over a solid horizontal line.

Julie C. Goodrich
Right of Way Agent, Real Property Field Services
David Evans & Associates, Contractor to Bonneville Power Administration

Official File - TR-3/Portland (Tract No. OC-K-97-A-42; OC-K-96-A-41)

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