



## TV Highway Corridor Plan (TVCP) Policy Group (PG) Meeting #1

### SUMMARY NOTES

Friday January 13, 2012

1:00 p.m. – 3:00 p.m.

Location: Tualatin Valley Fire & Rescue – North Operating Center (20665 SW Blanton St., Aloha)

**Attendees** (alphabetical order by last name):

**Policy Group:**

Mayor Denny Doyle, City of Beaverton  
Councilor Kathryn Harrington, Metro  
Alan Lehto, TriMet  
Commissioner Dick Schouten, Washington County  
Mayor Jerry Willey, City of Hillsboro  
Rian Windsheimer, ODOT

**Technical Advisory Committee:**

Heather McCarey, Westside Transp. Alliance

**Community Advisory Committee:**

Steve Larrance  
Anthony Mills  
Rick Van Beveren

**Senior Staff:**

Andy Back, Washington County  
Deena Platman, Metro

**Project Management Team (PMT):**

Scott Richman, David Evans and Assoc., Inc.  
Jeannine Rustad, City of Hillsboro  
Nate Scott, ODOT  
Stacy Thomas, JLA Public Involvement

**Other Attendees:**

Chris Brehmer  
Kathryn Hampton  
Geneva Hooten, DEA  
Becky Jarvis  
Calvin Kotila  
Sigrid Plata  
Gerri Scheerens  
Eric Squires

### **Welcome, Introductions, Meeting Purpose**

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Stacy welcomed the Policy Group (PG) to its first meeting and led introductions of the Project Management Team and PG members. Stacy reviewed the agenda and indicated that the purpose of the meeting is to update the group about the project, discuss and provide policy direction on future function and design concept for TV Hwy, and discuss and approve TVCP Goals and Objectives.

### **Project Update**

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Using the current draft Work Plan in the PG handout packet, Scott summarized the updated project timeline, including current work on incorporating community input and technical analysis for the draft Future Needs, Constraints, and Opportunities report. Other updates are summarized as follows:

- The future year 2035 for the TV Hwy Corridor Plan is consistent with the Regional Transportation Plan. The TVCP will provide a solutions package that will include implementation actions, etc. to be adopted by Metro and local jurisdictions and incorporated into the RTP through amendment.
- Input from the Technical Advisory Committee (TAC), Community Advisory Committee (CAC), and broader community will shape the draft solutions package that will be available to review at the next PG meeting (tentatively scheduled for mid-April).

- Stacy directed the group to the *November 2011 Open Houses and Survey Summary* and noted some of the common themes that the project team is hearing from members of the community. The team has also done some recent canvassing of businesses along TV Hwy and posted project information at community locations targeting traditionally underserved populations. The next open house does not likely match up logistically with the next Aloha-Reedville Study public event which is planned to be a workshop. However, the TVCP continues to coordinate on many outreach opportunities with the Aloha-Reedville Study project.

Rian expressed concern about public expectations and education around the trade-offs between solution options. Stacy agreed that the team will need to address the trade-offs with the public as we engage them in discussions around the solutions package.

### **TV Hwy Function and Design - Discussion**

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Jeannine presented the Arterial v. Throughway Issue Paper and corresponding PowerPoint presentation. She summarized the tradeoffs between the two functional classifications and mobility/access. Among other points, she noted that approximately 20 percent of the total traffic on TV Hwy in 2035 is through traffic, and that 70 percent of the trips have at least one trip begin or end within the study area.

The three ranked state and region planning priorities for the system that apply to the TVCP are to (1) protect the existing system, (2) improve efficiency and capacity of existing facilities, and (3) add capacity.

While introducing some of the land-use implications, she posed the following questions to the group:

- Should the decision on the design/function classification be made early in the process or deferred until solutions are developed?
- Should TV Hwy be designated to primarily serve shorter, local trips over longer distance travel within the corridor?

The PG provided the following comments and discussion points on the presentation.

- Rian said that ODOT studied freight's relation to industrial lands. The particular freight route along TV Hwy has very low volumes despite its designation as a federal freight route.
- Jeannine explained that we have learned from the Oregon Trucking Association that insurance costs for freight using TV Hwy is relatively high, and that this is part of the reason that the freight volumes are relatively low.
- Alan discussed TriMet's role within the corridor. Over half of riders of bus route #57 are transit dependent, however during peak hours there is a larger portion of riders who are not transit dependent.
- Commissioner Schouten noted that inclusion of a portion of the MAX Blue Line in the TVCP study area also contributes to a higher percentage of "choice" riders.
- Jeannine asked the group to think about how people access transit and businesses which is especially important for people who are dependent on TriMet's services for their transportation.
- Mayor Willey asked about the grade separated crossings that come with a throughway classification. He asked if people would still want this if they knew the cost?
  - Jeannine responded that the solutions package will consider cost.
- Rian explained that there is a trade-off between each option and cost and that many people do not understand the true costs associated with transportation projects.
- Scott reminded the group that there will be a tiered process for developing solutions. Both cost and cost-effectiveness will be considered to maximize utility. There is a hierarchical process that weighs low-cost options to capital-intensive options.

Stacy asked the group if everyone agreed to determine the designation of Arterial or Throughway today. The group agreed that they were ready to make this designation today. Stacy then asked each member to share their position and led a discussion on the issue.

- Commissioner Schouten said that in looking at the transportation and land-use we understand that the land-use implications of a throughway are not desirable. Washington County has weighed both options and has chosen an arterial.
- Alan explained that TriMet's goal is to make transit more accessible and therefore an arterial is preferable.
- Commissioner Schouten is concerned with access to businesses and limiting access will hurt the businesses. The focus should be on a multi-modal corridor, not a throughway with numerous lanes.
- Councilor Harrington said that Metro Council has reviewed other corridor projects and in each of these studies they have looked at the six desired outcomes for a successful region. Information has been reviewed and discussed. Therefore, recognizing local aspects and keeping in mind current and potential land use, the Council has landed on an arterial solutions set.
- Mayor Doyle stated that a 7-laned corridor heading into Beaverton (with 4 lanes) would be disastrous for the City. He is hesitant to further divide people from the land and therefore an arterial is the best option at a lower cost.
- Mayor Willey agrees with the group yet believes that the railroad should be included in long-term transportation conversations. We have the right of way, so why not consider commuter rail? It is an under-utilized rail line.
- Councilor Harrington asked if rail and private rail need to be part of the conversation.
  - Jeannine answered that ODOT Rail is represented on the TAC. Additionally, there are meetings that will be scheduled between ODOT Rail, DEA, and private rail companies.
- Rian requested more coordination with the ODOT Rail Division, and the operating railroad. Regarding the Arterial v. Throughway discussion, he highlights the trade-offs between mobility and livability. As a representative of ODOT he believes his role is to listen to the community and support their direction. Therefore, he agrees that TV Hwy should be designated as an arterial with strong North/South connections.
- Mayor Doyle recalled a meeting regarding Hwy 217 that indicated cutting off all egresses along it would save only 2 minutes of travel time from one end to the other. Applying this to TV Hwy would mean that closing off approaches may not gain much in travel time savings.
- As we build needed transportation infrastructure for South Hillsboro, Commissioner Schouten also wants to ensure that the Aloha community's transportation needs and livability are not sacrificed as they also need access in and out of the corridor. Additionally, Commissioner Schouten mentioned the difficulties in making WES commuter rail a reality.
- Mayor Willey is convinced that commuter rail along the Highway would quickly be at capacity although it is expensive.
- Alan encouraged the group not to shy away from good ideas or projects simply because they are challenging and/or expensive.

### **Public comment**

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1. Gerri Scheerens, a CAC member for the Aloha Reedville Study, stated that the railroad prevents people from using the area whereas LRT can foster business development.
2. A member of the public stated that LRT is unnecessary because of existing bus service. 209<sup>th</sup> should be widened on the West side. On the South side of the railroad there are numerous parking lots. Can these be re-purposed to support transit facilities?

3. A representative of the Aloha Business Association raised concern with the homogeneity of the racial demographics presented in a public involvement survey. Where are the Hispanic and Latino populations?
  - Stacy replied that the lack of participation among the Hispanic and Latino populations was disappointing. She let the group know that a targeted outreach effort is currently underway to engage this particular community. Relationships are being developed and Spanish language information made available to locations in the community serving the Hispanic and Latino community. Stacy will provide the results of this effort at the next PG meeting. Stacy will follow up with Becky to ensure the best locations are being identified.
4. Steve Larrance, CAC member for TVCP and a representative of CPO #6, understands the reluctance to select a throughway designation (due to cost, implications to businesses, etc.) yet TV Hwy has been a hybrid. He expressed concern about Metro nomenclature and wants to expand the definition of arterial. He suggested that TV Hwy use existing ROW and shift pedestrian and bicycle networks off of TV Hwy.

### **TV Hwy Function and Design - Action**

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After the PG discussion session and public comments were received, the group reached a unanimous consensus that TV Hwy should be designated as an arterial.

### **TVCP Evaluation Framework**

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Scott reviewed the handout that details the Evaluation Framework, including Goals and Objectives. The overarching goals were taken from the partnering agreement the PG members adopted. The framework has been modified slightly with input from the TAC, CAC, and public comments. The goals and objectives will be used as the primary criteria from which the solution package is developed. A summary of the group's discussion is as follows.

- Stacy explained that the initial goals have changed just slightly. Under the first goal, mobility for different travel modes is identified, and a new second goal was added to focus on connectivity and accessibility for multiple modes.
- Commissioner Schouten asked if there is an order of importance or ranking of the goals.
- Scott replied that they are not necessarily in order of importance except that the first three listed (mobility, connectivity, and safety) are priorities and values confirmed by the CAC, TAC and the public.
- Councilor Harrington explained that Metro has done a lot of work prior to the update to the 2035 plan including an outcome-based approach. She understands that the goal of the process is to design cost-effective strategies for the short-run, medium-term, and long-term. For the RTP, the numbers get extremely mode-specific. So will the result of the model runs be measured against these objectives equally in all the time frames? How will the evaluation framework be used? Scott explained that the PMT will be developing an approach to apply the framework.
- Rian asked if each alternative would be ranked in terms of the goals. How do you balance the tradeoffs?
- Scott said that the model runs will show the macro-level of the corridor and travel demand depending on number of lanes and with potential alternative land use scenarios.
- Solution concepts will be developed (tool-kit) first in the Transportation System Management and Operations and Transportation Demand Management realm and then other system enhancements prior to considering or proposing more capital-intensive changes.
- Nate said that we will be looking to the Policy Group for guidance going forward on developing the solutions package



- Commissioner Schouten had questions about Goal #5 to improve the visual appearance of TV Hwy. He explained that parts of TV Hwy are designated as a scenic view-way, so perhaps we should also consider keeping the view of Mt. Hood?
- Councilor Harrington said that the goals are ok, but some objectives need a little work. Regarding objectives supporting Goal #6 (to promote environmental stewardship), she explained that this is the first opportunity to implement best-practices in this area. She realizes that the TVCP is general in scope, but it is an important opportunity to leverage early on and suggested that we recognize this as an objective. The objectives 7A, 7B and 7C to triple pedestrian, bicycle and transit use seems too specific relative to how other objectives are worded.
- Mayor Willey agreed that the framework is generally going in the right direction. The document expresses our goals and where we are all going. At certain points we will have to weigh options and go back to the goals, but let's move on.
- Rian also agreed. This document is the general framework for representing community values, and at the technical level the objectives can be modified.

The group agreed that the Evaluation Framework needs modification but generally encompasses the PG's hopes for this corridor. The group feels comfortable moving ahead with the project knowing that this Evaluation Framework can be refined in the future.

### **Meeting Wrap-up and Actions**

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Stacy and Jeannine asked a final general question to the group: Is there anything you'd like us to specifically consider when developing the draft solutions package? What will it take to make arterial work?

- Commissioner Schouten mentioned Geary Blvd. in San Francisco that has a good urban and suburban mix. He also mentioned DuPont Circle in Washington D.C.
- Scott also mentioned Aurora Ave. (Hwy 99) north of Seattle, where Business Access and Transit (BAT) lanes are provided on a segment of this arterial.
- Councilor Harrington clarified that these are examples of different techniques. We should emphasize to the public that we are not trying to get to the design-level scale with this project.

As the Evaluation Framework is further refined, the PMT will provide the PG with information about the process and application of this framework for developing and evaluating potential solutions packages.

The next PG meeting is tentatively scheduled for mid-April. However, this date is subject to change. Meeting materials will be provided to the PG in advance of the meeting.