

TV Highway Corridor Plan (TVCP) Policy Group (PG) Meeting #2

DRAFT SUMMARY NOTES

Monday, June 18, 2012

1:00 p.m. – 3:00 p.m.

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

Attendees (alphabetical order by last name):

Policy Group:

Rob Dixon, City of Hillsboro (Alternate)
Mayor Denny Doyle, City of Beaverton
Councilor Kathryn Harrington, Metro
Alan Lehto, TriMet
Commissioner Dick Schouten, Washington County
Rian Windsheimer, ODOT

Senior Staff:

Don Mazziotti, City of Beaverton
Kirsten Pennington, ODOT
Deena Platman, Metro

Community Advisory Committee (CAC):

Steve Larrance

Project Management Team (PMT):

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

Other Attendees:

Harmony Bliss
Michael Holcomb
Geneva Hooten, DEA

Welcome, Introductions, Meeting Purpose

Stacy Thomas welcomed the Policy Group (PG) to its second meeting and led introductions of the participants and attendees. Stacy reviewed the agenda and reminded the group that the purpose of this meeting is to provide a project update, discuss the proposed solution concepts, and seek the Policy Group's direction to the Project Management Team (PMT) refine the solutions concepts into a proposed solutions package to be included in the TV Hwy Corridor Plan (TVCP).

Project Update

Using the current draft Work Plan in the PG handout packet, Scott Richman summarized the updated project timeline and Stacy briefed the group on recent public involvement efforts. Other updates are summarized as follows:

- Input from the Technical Advisory Committee (TAC), Community Advisory Committee (CAC), Senior Staff, the PG, and the broader community is shaping the TVCP development.
- Stacy directed the group to the work plan to look at timing. This is the second of three PG meetings identified in our current scope of work.

TV Hwy Solutions Package Presentation and Discussion

Scott presented the Draft TVCP Solutions Concepts packet using a PowerPoint presentation. Scott explained that the potential solutions concepts (as more fully described in the handout) are based on the values of the community and transportation planning considerations that are stated as Goals and Objectives. These were

developed in conjunction with constituents, senior staff, and the technical information as presented in the Needs, Opportunities, and Constraints documents. The draft solutions package will be refined to best address the stated Goals and Objectives.

Scott reminded the PG that the TVCP solutions development process is based on State and Regional planning policies to first protect, then enhance the existing system. These policies direct transportation planning efforts to consider expansion of capacity for motorized vehicles only when the need is clearly demonstrated after fully exploring the top two priorities.

Stacy briefed the PG on the May 8th Open House at which the public was presented with the potential solutions concepts. These were each listed with their implementation timing. The public voted via dots that they placed by each of the concepts. It was clear that Open House participants considered most of the proposed concepts to be urgently needed by indicating that they should be implemented in the short term (within the first five years of funds becoming available).

Stacy also summarized results of a public survey that was provided both at the May 8th Open House, and online through the project website between May 8th and May 15th.

Scott led a discussion of the proposed solutions concepts which are organized by mode, although half of the concepts serve several modes and could be implemented as soon as funding is secured. The presentation and discussion is summarized as follows:

- The most cost-effective solutions are those that fall into the first and second priorities. For example, expanding employer-based Travel Demand Management (TDM) programs that are focused on reducing Vehicle Miles Traveled (VMT) by Single Occupant Vehicles (SOV). Many of these programs already exist through the Westside Transportation Alliance (WTA) and can be expanded as a corridor-wide solution.
- Expanding real-time traveler information applications to TV Hwy may also be considered as cost-effective in terms of increasing travel reliability and reducing travel delay. The primary concerns expressed by stakeholders about this concept are related to aesthetics. Specifically, variable message signs (VMS) – electronic reader boards – that would detract from desired enhancements to the visual quality of TV Hwy. This is an important value to the community.
- Rian Windsheimer noted that he has encountered resistance in implementing these for the Hwy 217 project.
- Stacy also noted that members of the CAC questioned their utility because once one is driving on TV Hwy it can be difficult to take an alternate route. In general there was a mixed response to the concept.
- Scott explained that there was enough support to explore an appropriate application within the corridor and expressed interest in learning more about how the Hwy 217 project is addressing real time traveler information.
- Mayor Doyle mentioned that Orlando, FL uses smaller, less visually intrusive message boards that are effective for alerting drivers about delays.

- Councilor Harrington expressed her interest in seeing more information about their application within the corridor.
- Commissioner Schouten wants to see the solution to create east-west parallel bike routes pushed up to the short term. He would like to see two specific routes proposed in the short term and others to be completed in 5-15 years. He is looking to see “game changer” types of projects that dramatically benefit the area.
- Rian questioned the multiple types of solutions for bicyclists and pedestrians that the PMT proposes. He asked what was the feedback on these solutions and what therefore should the PG be proposing?
- Scott explained that there are various groups vying for different options but ultimately people want to travel safely throughout the corridor. If we do see light rail as a viable high capacity transit option, it may also make sense to see a buffered bicycle lane along TV Hwy. The TVCP will likely be a combination of options A, B, and C that could be developed through short-, medium-, and long-term projects. A buffered bike lane or separated path could be explored along with a longer-term high-capacity transit solution for the TV Hwy Corridor.
- Aisha explained that the PMT has received feedback from lots of different people and there no one solution concept is a clear choice. Some people want bike lanes on TV Hwy while others are looking for a parallel route. The PMT has not heard one clear answer as what the public, TAC, and CAC want.
- Stacy clarified that the PMT is seeking feedback from the PG concerning bicycle and pedestrian solution concepts.
- Rian was hesitant about granting approval of all the solutions concepts though upon greater discussion, he understood that the solutions concepts are a menu of options to be applied where appropriate throughout the TVCP project area.
- Councilor Harrington asked to what degree did money and finance play into how the committees chose the implementation timing?
- Jeannine Rustad explained how each of the concepts was weighed on a scale of \$ - \$\$\$\$\$ to show relative cost. The fiscal realities were explained at the open house although the relative cost designations were not presented.
- Scott noted that without having detailed financial estimates, the PMT looked at the priorities (for instance, less capital improvements are generally less costly). Therefore, financial consideration is couched within the planning priorities.
- Rian explained that very often it is the Right-of-Way (ROW) costs that make projects expensive. With the solutions concepts being refined, we will need to understand the tradeoffs.
- Scott explained that TriMet is looking at bus stops along TV Hwy and in other parts of the Corridor for potential improvements as part of the Westside Transit Service Enhancements planning effort. A high number of stops are without any lighting. Going forward, the recommendation will include details about each of the stops.
- Commissioner Schouten asked about the “throwaway” value of particular projects. For example, if the PG chose to implement a Bus Rapid Transit (BRT) system farther into the future, how will this change what they recommend implementing now?
- Alan reminded the group that there is a right answer via delving into ridership and amenities on a stop by stop basis. He proposed that much can be done in terms of low-hanging fruit at high ridership stops

with low amenities that would benefit greatly from a small amount of concrete and other improvements. The benefit of such improvements would likely outweigh the potential “throwaway” costs that could be involved in implementing a larger transit system project.

- Rob Dixon referred to downtown Cornelius as an example of successfully adding bus pullouts that have resulted in positive traffic flow benefits. He urged the group to think of the transit riders, especially the low-income riders.
- Councilor Harrington asked Alan how effectively the public obeys the yield sign on buses. Alan agreed to look into data on compliance.
- Rian brought up near-side versus far-side pull outs and suggested that the project team consider far-side for the TVCP.
- Currently, very little lighting is available on TV Hwy other than around most of the signalized intersections and from some of the adjacent commercial properties. Scott noted that Beaverton has attractive and effective pedestrian-scale lighting on Farmington Rd. east of Cedar Hills. ODOT is looking into lighting options, and the PMT invites input from local jurisdictions on the matter. This is an improvement that has garnered widespread support from the community.
- Improving signal timing throughout the corridor will need to be a multi-modal approach, and updating the signals on TV Hwy to include adaptive signal control, plus ADA compliant crossings, and features including countdown pedestrian signal heads, appear to be aligned with the project goals and objectives.
- Reducing vehicle turn movements onto TV Hwy will help improve mobility and safety on TV Hwy and will be most effective when coupled with improving local connectivity to maintain access to adjacent land uses.
- Councilor Harrington asked if we know where there are property owners who are willing to provide ROW for driveway closure.
- Jeannine responded that this was not asked during the stakeholder interviews, and we are not getting to the detail of reaching out to every adjacent property owner in the corridor plan process
- Rian asked if the group is willing to wrap this into the TVCP, that the first driveways closed are those of land owners who are willing to see that change. He expressed a desire to see individual solutions concepts linked together in order to garner the support of local jurisdictions.
- Scott noted that the plan implementation will also involve proposed amendments to local plans and development codes.
- Councilor Harrington mentioned that the Metro Council has been working with two other corridor plans in which land use has played a significant role in how the solutions are being developed. She encouraged the PG and the PMT to not think too narrowly about the solutions.
- Scott noted that the Regional Transportation Plan (RTP) list includes multiple projects to improve north-south routes for all travel modes, plus extending Cornelius Pass Rd. south of TV Hwy to serve South Hillsboro.
- Rob would like to see contextual recommendations because certain solutions will be justifiable in a particular section due to their ease of implementation. He suggested that linking improvements for the TVCP may help ease the negative impacts. For example, if we implement a series of changes at once over a large enough segment this will have an overall net positive impact to the community members.

- Adding bicycle and pedestrian wayfinding signage will help divert people north or south off TV Hwy while also finding the safest crossing.
- Improving crossings of TV Hwy- such as the new signal at 178th Ave. – is a concept that will be advanced because it addresses multiple needs, including safety and connectivity. We are looking into pedestrian-activation signals and other treatments.
- Mayor Doyle raised concern that decisions should not happen without a discussion of funding. He urged the PMT and PG to tie these discussions back to the available funding.
- Commissioner Schouten asked for clarification concerning the buffered bicycle lane: would this involve transit improvements? Scott responded that this would likely require RR ROW or some type of easement, and agreements with Portland & Western Railroad who owns the railroad track and ROW. The long-term recommendation for transit on TV Hwy is an Alternatives Analysis (AA) through a more detailed and robust transit options study process.
- Stacy reminded the group that these potential solutions are aspirational and that the PMT will focus on the details and specific applications of these concepts in the TVCP report.
- Councilor Harrington sought clarification from the PMT that they are asking the PG for approval to move ahead with a suite of multimodal solutions, and the PMT confirmed that this is the request of the PG today. She presented the Metro Council’s review of the project. The Council has reviewed the solutions concepts and affirms the proposed projects for the TVCP project area. They do not, however, endorse the grade separated crossings because they are inconsistent with TV Hwy’s designation as an arterial.
- The Council expressed concerns about ensuring accessible transit for disabled riders and wanted to remind the PMT and PG to focus on safety. The Council encourages the PG to actively invest in solutions that promote safety including safe facilities for those who walk, bike, and take transit.
- Rob presented his work session’s findings. Overall, they are supportive of the potential solutions except of the automatic speed enforcement cameras. Additionally, they would like to see the Business Access Turn (BAT) lane considered for the long-term transit solutions for TV Hwy.
- Rob told the PG about the downtown Hillsboro modeling study of the eastbound access between 1st and 10th. They are exploring solutions and hope that their modeling results can be wrapped into the TVCP. He hopes to reserve the right to reevaluate the solutions after the TVCP.
- Mayor Doyle appreciates the integrated approach for this project. He is especially interested in the north-south connections to minimize impacts to TV Hwy.
- He brought up the Canyon Rd project between Hwy 217 and Cedar Hills Blvd. This area is highly congested and their modeling shows that by adding north-south connections a total of 60% of traffic will be diverted off Canyon Rd. Therefore, he is particularly interested in supporting the solution for more north-south connections from TV Hwy.
- Alan does not endorse grade separated crossings because of costs and impacts to surrounding land uses, and barriers to safe and convenient access to transit for non-motorists.
- Commissioner Schouten noted that some people on the County Board of Commissioners are skeptical of grade separated crossings.
- Councilor Harrington warned that Metro will oppose any recommended grade separated crossings.

- Jeannine has asked to see an example of an “urban scale” crossing which will help the discussion of its applicability on TV Hwy.
- Councilor Harrington expressed confusion over what an urban scale grade separated crossing would actually look like.
- Scott explained that in terms of planning priorities, a grade separated crossing is considered a tier 3 project and therefore something to be considered after preserving and enhancing the existing system.
- Rian suggested that instead of thinking of this as an interchange, perhaps an overcrossing is a more appropriate way to think about this solution concept for TV Hwy. An overcrossing could serve north-south demand without severe ROW and access impacts.
- Scott reintroduced the concept of alternative mobility targets for the TVCP project area. The project is looking at comprehensive measures of mobility. How supportive is land use for supporting other modes? The PMT is working closely with ODOT who will be providing technical information on this.
- Nate Scott explained that future modeling will be key to developing the alternative mobility targets which will in turn shape what concepts are recommended for the area.
- Kirsten Pennington enumerated the next steps as (1) a determination that alternative mobility targets are needed, (2) the content of these new targets, and (3) how they will affect the progression of solutions.

Public comment

1. Harmony Bliss, a car-free Beaverton resident, recommended adding more bicycle parking in Beaverton. Her top recommended improvements include continuous bike lane along TV Hwy and in places where a bike lane is not feasible, a sidewalk should be provided at a minimum. She also supports the creation of a multi-use path and thinks that Washington County can improve upon their wayfinding signs.
2. Mike Holcomb, an Aloha resident, explained that the cost of each solution makes a difference to the public. He argued that the public’s recommendations would have differed had the public been shown the relative cost piece at the most recent Open House. He reminded the PG of the fiscal impacts through taxes for the residents of this area.
3. Steve Larrance, CAC member for TVCP and a representative of CPO #6, expressed concern about losing capacity on TV Hwy. He does not consider travel demand modeling information that shows most trips as “local” – indicating a trip end (origin or destination) within the corridor study area – to be reliable. He also noted that an access management plan for TV Hwy that was developed in a transportation plan from 1984 is already in the County’s adopted plan. He does not think that it will be easy to reduce the number of access points on TV Hwy beyond what is provided in this plan.

Meeting Wrap-up and Actions

- Stacy brought the group back to the project timeline. She explained that the PG will be approving a draft TVCP at their next meeting (likely in late September).
- Councilor Harrington acknowledged the work of the PMT, TAC, and CAC, but reminded the group that there is support and direction that the PG can provide. There are support groups available and other ad hoc committees that can be created as-needed to further the development of this project.



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- Scott briefly touched on the funding although due to time constraints this funding table will be provided to the PG following this meeting and discussed at a later time.
- The PG was in support of having an additional (fourth) meeting to discuss the draft TVCP before final approval.
- Stacy agreed to provide information about the purpose and objectives of the next two meetings to help the PG prepare for them. The third PG meeting will likely be in late September followed by the final meeting in early November (dates to be determined).