

TV Highway Corridor Plan (TVCP) Policy Group (PG) Meeting #3

SUMMARY NOTES

Monday, February 4, 2013

1:00 p.m. – 4:30 p.m.

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

Attendees (alphabetical order by last name):

Policy Group:

Laura Kelly, City of Beaverton
(Alternate to Mayor Doyle)
Councilor Kathryn Harrington, Metro
Alan Lehto, TriMet
Commissioner Dick Schouten, Washington County
Mayor Jerry Willey, City of Hillsboro
Rian Windsheimer, ODOT

Technical Advisory Committee:

Don Odermott, City of Hillsboro

Community Advisory Committee:

Jeff Bachrach
Steve Larrance
Rick Van Beveren

Senior Staff:

Andrew Singelakis, Washington County
Deena Platman, Metro

Project Management Team (PMT):

Scott Richman, David Evans and Assoc., Inc.
Jeannine Rustad, City of Hillsboro

Other Attendees:

Angie Jones, DEA
Jeanne Lawson, JLA Public Involvement
Saumya Kini
Zephyr Moore
Bob and Shirley Selberg

Welcome & Introductions

- Scott welcomed the Policy Group and introduced Jeanne Lawson, meeting facilitator. Jeanne reminded the Policy Group that this is their last scheduled meeting and that they are being asked to approve the TV Highway Corridor Plan (TVCP).
- Rian brought and distributed copies of a document with proposed modification text that he prepared to help the Policy Group resolve issues discussed between ODOT and Metro PG representatives last week

Related Project Updates

- Jeannine provided a brief update on South Hillsboro planning, including the Focus Area Plan that will identify transportation system improvements needed to serve future growth that includes planned build-out of the South Hillsboro community. She said the City of Hillsboro cannot accept land use permits until there are transportation improvement commitments made.

- On February 12th, there will be a public open house for South Hillsboro and the Focus Area Plan, and on February 19th, there will be a planning commission/city council joint work session to review and discuss the draft Focus Area Plan.
- Steve said the Aloha-Reedville Study and Livable Community Plan (A-R Plan) is in the second of three phases. Staff has been taking input from the October open house to develop a range of alternatives. They are leading up to a committee and technical advisory meeting this month and an open house in March (3/5)
- The A-R plan will serve as the land use, housing and economic development plan that the TVCP does not address. Steve and Jeannine referred to a document that the City of Hillsboro and Washington County collaborated to produce that summarizes coordination between the TVCP and A-R Plan. The last phase of the A-R Plan will be a set of detailed work strategies.
- Commissioner Schouten asked if the A-R open house could be rescheduled since that the majority of the A-R Leadership Coordinating Committee representatives will be in Washington D.C. and not available on March 5th. Steve said that he would confirm with the County's PM, but that it would likely be difficult to change the open house date.
- Alan said that TriMet is developing the Westside Service Enhancement Plan, and they have been spending almost a year speaking to stakeholders, businesses, etc. to create a vision for future transit improvements that also considers TriMet's limited capacity to expand transit services in a constrained economic situation. TriMet is considering partnering with other community services in some areas that do not currently have convenient access to transit.
- Jeannine said that the City will continue to be involved with TriMet in developing this plan. Since it is still in process, however, it has not been integrated into the TVCP. A new north-south bus route to connect is recommended as part of the plan to connect between South Hillsboro and the MAX line.
- Commissioner Schouten asked about closing the at-grade rail crossing at 229th Ave. south of TV Hwy. Don clarified that the plan is to close the 229th rail crossing when Cornelius Pass Road is extended to the south into South Hillsboro. He also noted that the future north-south bus route would be on Century Blvd and cross TV Hwy at that location.
- C. Schouten said there have been conversations about 209th and its potential to become a transit route as well
- Rian said that the Statewide Transportation Improvement Program (STIP) has a number of projects that will be programmed, and that ODOT and TriMet worked together on a proposed to improve bus stops and crossings. The public comment period on proposed STIP projects will be coming up in the next few months.

TVCP Presentation and Discussion

- Scott referred to the Partnering Agreement formulated by the Policy Group in 2011, including the overall goal for the TVCP and provided an overview of the multi-modal plan proposed, including the relationship between corridor goals and proposed actions, plus a general orientation of linked corridor maps that show locations of proposed improvements.



- The TVCP is a result of outreach to and input from the community served by TV Hwy through open houses and committees. One common theme was that this corridor has been neglected for a long time, and there is lack of sufficient connectivity and access issues, plus safety issues that need to be resolved now. The TVCP focuses on near term actions – now through the next 15 years, and also identifies opportunistic and longer term actions, but acknowledges that a better understanding of future conditions is needed to resolve longer term future actions.
- C. Schouten asked about ‘near term actions’ in table 4, and requested that a bike boulevard be included, plus it should be shown as addressing multiple goals on Figure 8. He said that it is unclear which street will be the bike boulevard, but it should be shown someplace on the map.
- Steve pointed out that the ‘all project’ map does show conceptual alignments, and Scott suggested that this could be added to the near-term actions few potential routes, but it is a good idea to have it shown on the segment maps.
- Scott said that many in the bicycle community and businesses have also expressed interest in having enhanced facilities for cycling right along TV Hwy.
- Scott said that we are recommending developing the multi-use path project including refined planning and design in the near-term, but that it would not likely be feasible to construct it within the next 15 years.
- Alan asked about the locations on 209th (at Rosedale and Rosa) and Scott responded that they would be intersections that need to be upgraded. Jeannine said that these are being further refined in the SoHi Focus Area Plan.
- Mayor Willey asked about the Brookwood intersection on TV Hwy. Does the near-term recommendation refer to only modifications to improve conditions for pedestrians and bicyclists? If we could also add motor vehicle and freight options. Is this set once we approve, or can we make modifications?
- Scott H. said that it does show capacity issues that more recent analysis for the Focus Area Plan verifies.
- Councilor Harrington asked about the blue circle on the map – should there be a line item entry added to the table?
- Scott Harmon said that in the Corridor plan they used the Metro standard and overall intersection delay. When we get more detail and look at it more closely, there are problems identified with specific intersection movements at this location. Jeannine said that the Focus Area Plan and Aloha Reedville will look in more detail at some specific locations and recommendations.
- Jeanne asked if something is identified in the future (after adoption), does this plan supersede anything and prevent refinements?
- Laura asked what would happen if in the future another through lane is designated as a need?
- Jeannine said in that case, the RTP would need to be amended in the future, since the amendment to incorporate the TVCP will be consistent with the policy direction to maintain it as an arterial with no more than two general purpose through travel lanes in each direction.

- Scott reviewed the “Consensus Addendum” handout and that the PMT considers them to be clear direct edits to the plan that Councilor Harrington discussed with ODOT last week.
- The group discussed and agreed upon language to clarify that the proposed wall (between the recommended future multi-use path and the railroad track) would be characterized as having “decorative elements,” instead of just “decorative” that could confuse the functional purpose of the wall.
- Councilor Harrington walked through the remainder of her comments, and the group agreed to the text changes that she requested for the TVCP.
- Additional items that the group Don initiated discussion about the Business Access and Transit (BAT) lane that would consist of a third westbound lane (driveway access and bus only). The City recommends this to be able to require that development proposals for properties along the north side of TV Hwy dedicate a setback of 12’ to preserve the future right-of-way.
- The group discussed the issue of whether or not to clarify in the TVCP a deadline for completing the proposed High Capacity Transit Alternatives Analysis as Rian suggested in the handout that he brought to the meeting. This suggested text was: “Additionally, this study should explore the feasibility and effectiveness of queue jumps and Bus Access Turn (BAT) Lanes in appropriate locations. Further, the study should be completed by XXX (date) and clearly identify the ROW necessary for implementation.”
 - Councilor Harrington said that we need to work towards getting such studies done to confirm what solution is most appropriate to use in a particular area.
 - Don said they would need to refer to the City’s attorneys to decide if that suggested language is enough to reserve that future ROW
 - Councilor Harrington suggested trying to work that out in the immediate term
 - Alan suggested looking at the City of Portland’s plan; they are doing something similar along Powell Boulevard to accommodate future transit.
- Commissioner Schouten asked to have ‘queue jumps’ defined, and Alan explained that they are intersection treatments where buses are able to proceed ahead of other vehicles either through a signal phase or by sharing a right turn lane with other vehicles that allow a bus to proceed straight through the intersection to a stop on the far side of the intersection.
- Alan said that there are areas where TriMet is very supportive of bus pullouts; and other areas where they hindering the ability of buses to merge into traffic.
 - He requested modifying the language to reflect that bus pullouts be considered at intersections “where appropriate” and not only where feasible.
- Laura asked about protection of ROW in areas where we have not designated a project. If we have it set aside, will we end up with additional ROW or will it be used in some way with the plan? Laura said that she wants to make sure that if the ROW is set aside, it is later used for this intended purpose; it needs to comply with the corridor plan.
 - Rian said that the recommended High Capacity Alternatives Analysis would study a range of solutions

- Don said if it has not been utilized, the property owner has the right to petition for the use of the land back
- Commissioner Schouten wants to make sure that additional ROW is specifically dedicated for future High Capacity Transit use and not for general vehicle use.
- Steve said Washington County is in the process of amending their TSP and will adopt it in 2014.
- Alan agrees with the proposed analysis of HCT, but restoring frequent bus service might also be suitable and more feasible in the near term.
- The group discussed the issue of how to address potential future consideration of grade separated intersections:
 - Jeannine suggested that looking at the modeling-based simulation will help with this issue, and Don showed a 2035 traffic simulation focusing on the TV Hwy/Cornelius Pass Road intersection to support the City's concern that we need to figure out how to keep traffic moving, and need the ability to look at solutions in the near term. This is about livability, and not just moving traffic.
 - Rian said that we need to have additional options on the table that is beyond the 15-year plan. He emphasized that we are not writing this off forever, it just may not be right in the near term time frame.
 - Don said that he wants to be sure that what is put on the ground in the near term does not make it impossible to implement future improvements that might be needed.
 - Don said that we are hopeful that this plan can help to move forward with a set of solutions; it could be as simple as Rian's language with another sentence that allows for jurisdictions to plan for the long term during the near term, but it would not be implemented until the long term.
 - Rian said that what is programmed within the near term is still a conversation that will need to be worked through with Metro.
 - Rian said that TV Hwy can only handle so much, and other factors need to be evaluated as part of the solution as well (e.g. land use alternatives)
 - Rian has put some language on the table that does not preclude planning in the near term period. Rian said that study is different from planning and programming. We want to make sure they are consistent. Any decision about a future grade separation needs to be based on a bigger analysis area and involve the jurisdictions represented on this Policy Group. He is not comfortable committing to what will happen in year 16 within the first five years, without agreement from the jurisdictions represented here.
 - What is the next step once a problem is determined? There needs to be a level of understanding about how those needs that are identified and are planned to be addressed.
 - Rian said it depends on a range of factors (what facility, etc.). He would like that range looked at comprehensively. He is open to a conversation; not locked into one thing
 - Mayor Willey said they are advocating planning within the next 15 years and implementing longer-term actions after 15 years. He is not comfortable with a 'plan

update' as being needed. Lots of things can change 10-years down the road, and he sees a plan update as a long and cumbersome process.

- Jeanne asked if there is room for some language in the plan for updates if an issue comes up
- Laura said that there are a lot of solutions are out there for the future, and we should be open to exploring a lot of different solutions and what studies should be done.
- Commissioner Schouten asked if Hillsboro could take some of the language from the County's letter.
- Councilor Harrington agrees with the language that Rian suggested
- Language is needed to allow for a collaborative decision, but allows Hillsboro to not lose the opportunity to inform current planning and land use actions. The City needs to show some planning certainty to the land owners in the area.
- Councilor Harrington suggested not repeating 15 years twice as redundant.
- Mayor Willey asked why the plan is 15 years. We are looking at near term and long term with this plan.
- The group agreed to accept ODOT's proposed language as modified with the understanding that that would not preclude transportation improvements: "While interchanges are not included in the 15 year plan, the Policy Group recognizes that beyond this plan, all tools should be considered to maintain acceptable intersection performance and serve future transportation needs."
- Councilor Harrington asked about table 2 & table 3 – second to the last purple line as well as Table 3, talks about \$400k – a range may serve better (\$400k - \$1M)? Will change on all the segments.
- North-south signal timing – 'overall system delay' language ODOT suggested works for Hillsboro.

Public Comments

- Rick VanBeveren – He owns and is developing property at NW and NE quadrants of TV Hwy; anything that will be done will affect him and his properties. He cleaned up a dump, now that might be in the future BAT lane. What is he to do? Stop growing? Everything is going to diminish the property. Be sensitive to what is going to happen and how it will affect property owners along TV Hwy
- Steve Larrance – we are a crossroads community, and the roads are full of non local trips. In order for this plan to benefit our livability, it needs to move the traffic non-stop through our community, reduce the congestion. CPO6 supports Hillsboro's efforts to unload the surface street system. Create capacity for commuter trips. We need as much ROW procured as possible for whatever future transportation systems are needed.
- Commissioner Schouten said that if we look at 5 lanes vs. 3 lanes on 209th, what impact would it have on the need for a future grade separated intersection at Corn Pass? Jeannine said that we will be considering this.

Policy Group Action

- Councilor Harrington said that she accepts the TVCP with changes as discussed and agreed upon
- Jeanne asked the group if anyone is not comfortable with anything
- Alan said as long as the revisions include the map changes that were discussed, that he is also OK with it
- Steve proposed a bike boulevard solution – replace the Aloha Bike Boulevard with the East-West Parallel Bike Routes - the blue lines on the recommended actions map would be added to the near term maps.
 - Move East-West Parallel Bike Routes description (page 32) from Beyond the TVCP to Near Term, and move line items from Appendix A to Tables 2 through 5.
 - Commissioner Schouten would like to see something continuous in the area in the near term
- Jeanne asked the group if they agreed with this proposed change and if they approve the plan with the changes discussed. The Policy Group unanimously approved the plan with the changes they agreed upon as noted.

Next Steps

- Scott committed to getting revisions to the draft TVCP that the Policy Group agreed upon before the end of this week
- Scott said that DEA has prepared a draft memo on implementation that the PMT is reviewing. This memo is intended to be used as a guidance tool for the participating jurisdictions to use for implementing this plan moving forward.