

Date: 3-26-12
To: Scott Richman, David Evans & Assocs.
From: Steve Larrance, CPO 6 & community rep. to TV Highway Study
Re: Our concerns and issues regarding the 3-8-12 Needs, Opportunities and Constraints Report

Scott, Thanks for taking the time to speak at length with me on the phone today regarding the Report. I will attempt to address those same topics using a simple format and within the context of our conversation. As you know TV Highway is the life line to our community and we are ready to continue the conversation in hopes of maintaining the multiple functions of this principle arterial.

Before we get to the line by line response to the report the community needs to address several important points which were not specifically addressed. First, the massive daily invasion of north and south commuter trips using the local and rural roads to access jobs in north Hillsboro and Beaverton needs to be addressed, particularly through the Reedville and Aloha area. It not unusual for queues to be a quarter mile long at intersections with people trying to go across or get onto TV Highway. Surely any discussion of the TV Highway Corridor in the project section needs to address this unmet need for a limited access corridor to serve these through trips. CPO 6 requests that an updated analysis of this need and mitigation options be done. This fits nicely into the extreme failure within this project in defining the types of trips using the TV Highway Corridor. If one didn't know better, it would appear that the criteria for defining "local trip" vs. "through trip" was manipulated to get the majority (60%) of the trips to fit the "local trip" category so the highway designation could change and serving other than local trips would not be a goal. An example of those erroneously classified trips would be a trip coming from south of Highway 99 and entering the project corridor on 209th and turning onto TV Highway and going either all the way to Hillsboro or Beaverton. That would be considered a local trip. Or a trip leaving Forest Grove and driving TV Highway / Cannon Road to Sylvan but stopping to get gas in Aloha. That would be considered two local trips. Another would be a trip entering onto TV Highway one block east of 10th St. in Hillsboro and driving TV / Cannon Road to downtown Portland or points east. That would also be considered a local trip. Those are not local trips and don't pass the laugh test. Today the TV Highway serves at least as many non local as local trips. If the model that was used to determine these trip types were updated with the before mentioned massive north south commuter trips even it would recognized the importance of maintaining through trip capacity on TV Highway. Many businesses on this facility depend on customers and freight capacity coming from outside the corridor. COP 6 requests that a more accurate analysis of trip type for at least several segments of TV Highway be done now so as we move forward we are attempting to serve the actual users of the corridor. CPO 6 has one more request and that is for this project to acknowledge that as TV Highway enters Beaverton and becomes Cannon Road the goal of maintaining the through carrying capacity of the facility past Highway 217 and east to Sylvan is of utmost importance. Why would we advocate throwing away existing capacity in this era of not creating new capacity by implementing measures to congest traffic in downtown Beaverton. Most people who live in the project corridor do not choose to go north into congestion to get onto Highway 26, which is full most of the day, to get to points east. The corridor residents prefer the shortest most direct, least fuel consuming and currently less congested route straight east through Beaverton. Each community within Washington County needs to accept that vehicles of all types will need to move through their community and it is government's job help us all understand that and to accomplish these vehicle trips with the least impacts to the community as possible. Causing congestion simply puts those same trips onto the side streets. Just look at Aloha and Reedville during peak use time for the test case. CPO 6 requests that this corridor project address all of the above issues.

page 1 bottom four lines: We disagree that the Community agrees that TV Highway should be designated as simply an arterial as opposed to a principle arterial, which has been the historical designation for many years, if arterial means that: 1. serving both the local access function and the through type trips function will not longer be equal goals 2. that only two lanes in either direction is all the vehicle lanes that will be considered for utilization to serve those dual goals 3. and that grade separation will not be considered for future intersection improvement projects. We feel that these must be retained within the possible future goals and improvement options as they have historically.

page 2: bottom 14 lines: We support the designation of Principle Arterial and the multiple roles that it implies. We also support "maintaining the current truck freight carrying capacity for its entire roadway".

page 3 top of page: We support the idea that this corridor "plays an important role in the quality of life and economic success for people who live and work in Washington County". And that the daily users are coming from and going to "both inside the project area and the surrounding region".

page 3 bottom section: So why are we concerned about a "balance" between our fiscally constrained multi-modal filled to capacity now "need" with "the interest of the broader communities in improving livability and transportation choices"? Who is this broader community and why do they need to tell us how to best use a facility that they may have never even seen. That is dangerous policy. Let us the daily users decide how to best utilize and improve this under funded and over burdened facility. TV Highway today looks exactly like it did when last improved in 1955, 57 years ago. We need to be able to access any and all options for improvements in the future to serve the massive growth that has and will continue to be forced to utilize this corridor since no new corridors are likely to be built.

Figure 2: This map should indicate that 209th, the designated truck route, needs improvement along the link section also instead of only at the TV Highway intersection. This is an old country road with no rock base or curbs which needs to be built to a four lane urban arterial structure to serve: 1) the large volumes of daily long distance commuter trips presently utilizing it, 2) the trucks and service vehicles who make up a larger than average percent of users and 3) without a doubt to serve the 30,000 new residents of the adjacent new urban area known as South Hillsboro.

page 6: top two lines: Does the Metro 2035 State RTP travel demand model have the 30,000 new residents of adjacent South Hillsboro and the other new residents from the two other UGB amendments on South Cooper Mt. and West Bull Mt. nearby counted? And has the model accurately assigned non local trips coming north and south through Aloha and Reedville streets and using TV Highway for part of their commute to the jobs in north Hillsboro and Beaverton?

page 6: remainder of page and page 7: TV Highway has a fairly high crash rate but one third of all fatal and serious accidents are bike and ped. So why would we advocate to retain bike and ped use on the highway right of way? Nearby existing parallel facilities are located on (south) Blanton and (north) Alexander Streets and an even closer alternative would be to develop the old TV Highway right of way south of the rail tracks and Shaw Street as a new transit, bike and ped facility with easy access back to safe crossings of TV Highway. ALL fatal and serious accidents for bike and ped would be eliminated that way.

Figure 3: Blanton Street from 198th west to 209th and beyond through South Hillsboro when that extension is complete should be indicated on the map. In fact Blanton Street from 160th west is a safe route now used by many serious bike riders instead of TV Highway because of turn conflicts which are impossible to mitigate. Blanton should be the preferred bike route not on TV Highway.

page 10 top paragraph: We agree that express bus service on TV Highway could again, as it was in the recent past, be a valuable tool in the peak use periods. But once again if those transit vehicles and users could be on their own dedicated right of way, such as the perviously mentioned transit, bike and ped mall south of the rail tracks, then special signal light intervals for crossing the north south streets with express buses would be easier to integrate into other vehicle traffic flow than "jumping" the signal within the existing TV Highway right of way.

page 11 third line down: should read "TV Highway carries HEAVY volumes of traffic".....
seventh line down: 2) between Cornelius Pass and 170th not 209th and 170th.
mid page: Since 1984 an access management plan has been adopted as an ordinance and utilized for the section of TV Highway's north side from 209th east to 170th. It controls access spacing, required shared access points, required access between properties and access to Alexander Street to the north. It should be noted here that because of the heavy rail use on the south side of TV Highway many of the head on type left turn conflicts are eliminated which are usually associated with arterial road access turn movements. Therefore channelized turn lanes and raised medians are not necessary.

page 11 top paragraph also: This paragraph fails to mention the very long AM peak queues on most all the north south streets crossing TV Highway and the extensive intersection type improvements which will be necessary to eliminate this problem. This is essential to mention at this point within any discussion of congestion.

page 11 second paragraph: states the possibility of using "an alternative mobility standard". The 2000 RTP already required us to now regard as acceptable level "F" congestion for multiple hours as the standard. Is this proposing as an option even more hours of level "F" as okay, but only on TV Highway? If so, we the community protest this as discriminatory and ridiculous.

page 11 second paragraph from bottom: list should include Cornelius Pass Road intersection.

page 12 second, third and fourth paragraphs: Obviously South Hillsboro and other recent UGB expansions have not been factored into the Metro 2035 regional model if only a 10 to 30 percent increase is anticipated. Failure to do so is unacceptable will result in grossly under estimated congestion on TV Highway and surrounding streets and mitigation procedures and costs.

page 12 Highway Freight: This section is absolutely necessary to include. The estimated percentage of heavy vehicle use is very low and needs to be realistic. Today I was waiting to turn left from Kinnaman onto 209th in the middle of the day and six vehicles were coming south from turning off TV Highway onto 209th. Four of the six were trucks. That sounds more like 66% to me, if only for that one group. And when building was happening, and will soon happen again in South Hillsboro, the percentage of trucks on TV Highway and truck routes was as least 40%.

page 13 Railroad Freight: I have heard the rail company state higher numbers of trains

(8+) in the future than six per day.

pages 13 and 14 Land Uses: Speaking specifically about that area within Reedville and Aloha, that is between Cornelius Pass Road and east to 209th fronting on the north side of TV Highway which is designated (zoned) General Commercial: This type of large lot commercial and light industrial is one of the few employment areas within our community. I am told by Washington County LUT staff that this zone is highly desirable lease space due to the fact that it is one of the few zones where smaller scale companies can locate. They need to be separate from retail and residential uses and still have access to the mobility and public access that TV Highway provides. CPO 6 would not favor changing this zone to create more residential since our community and the new South Hillsboro community are predominately residentially zoned presently. In addition there are several large apartment complexes directly north of the General Commercial area which serve the residential need and support the transit use and businesses along the TV Highway corridor.

Now speaking to the area east of that area from 209th to 170th Avenue on the north side of TV Highway which is designated Community Business District: This area already allows 25 units of residential per acre, which equates to three story tall apartment complexes. There are several of these residential complexes along this section of CBD and many more in the blocks directly north of the entire CBD area which support the transit use and retail development on the TV Highway. CPO 6 would not support changing the CBD area in any way.

CPO 6 could support moving the Town Center of Aloha so that it contained more area that was not bisected two ways by the arterials 185th and TV Highway.

CPO 6 would support creating a Reedville Town Center on the South Hillsboro site between the Cornelius Pass Road extension east to 209th Avenue and from the Blanton Road extension north to the frontage of Old TV Highway, south of the heavy rail. We also support making that Old TV Highway right of way into a transit, bike and ped mall that hopefully could eventually stretch from Murray Road west to at least Witch Hazel-Brookwood Road. That would make both the Aloha and Reedville Town Centers front on the new safe transit, bike and ped corridor and surely add to the connectivity in all modes to these community areas.

It should be noted here that east of 185th south of TV Highway fronting Shaw Street, which would allow local access vehicles to share the right of way with the transit, bike and ped corridor, there are many large 25 unit per acre apartment complexes which support transit and retail along the TV Highway and in the Aloha Town Center area. So no additional density is required here either.

Table 1. Improvement Concepts pages 15 - 18: CPO 6 supports moving transit, bike and ped modes off of TV Highway and into a much safer environment on the Old TV Highway right of way (between Brookwood Road and 198th Avenue) and then continuing east on Shaw Street (where local access via vehicle would be allowed) to 160th Avenue and hopefully farther east to Murray Road. Access back north across the heavy rail tracks to TV Highway businesses from the new transit, bike and ped corridor could be safely controlled at desirable locations using attractive fencing and landscape. By moving transit out of the existing TV Highway corridor it would be much easier to have express transit vehicles which could move through signals on the north south streets without effecting the flow of vehicles east west on TV Highway. By building the enhanced transit, bike and ped facility on a separate public corridor safety for these users could be greatly enhanced thus eliminating at least one third of the fatal and serious accidents on TV Highway. At the same time this would allow that portion of the right of way that might be used for enhancing those modes on TV Highway to instead be used for enhancing safety and local access for freight and passenger vehicles. CPO 6 believes that in the long term time frame the identified separate corridor would be the least cost and safest alternative for investment in enhanced transit, bike and ped movements and livability of this section of the TV Highway Corridor

and tie directly into the Town Center areas.

page 20 Table 2. Improvement Concepts Classification: CPO 6 disagrees with the obvious bias toward improvements for transit, bike and ped within the existing TV Highway right of way. There is no supporting evidence that there is enough room to do the required improvements or that those improvements would enhance safety for transit, bike and ped users or that they would be the least expensive option. In addition there is no evidence showing that other modes including freight would not suffer decreased service. An example of the bias is shown by the different “grades” given to enhanced signalization for transit vs. the same improvement for other modes. Another example of bias is saying it is easier and cheaper to create a continuous bike route in the existing right of way as opposed to simply designating an already safe very nearby parallel route such as Blanton Street which is the preferred route of many of today’s daily riders.

page 21 first two paragraphs Financial Environment for Improvements.: This section sets stage for selecting all the “easy” “solutions” in Table 2. See above Table 2 CPO comments. But even more important, the last sentence of the second paragraph is the biggest DANGER SIGNAL to the adjacent community, US. Regarding funding sources for these “easy” improvement projects for transit, bike and ped this exact phrase is stated quote “a special area transportation impact overlay fee may be available or promulgated for transportation improvement programs and projects in the TV Highway Corridor”. DANGER! DANGER! Here it comes local community. CPO 6 does not support the local community being taxed for transit, bike and ped improvements within the existing TV Highway right of way that will probably decrease capacity and livability. We know this goal can be accomplished for less cost and create a much safer bike and ped environment in a separate right of way, either in a new mall dedicated to those users or on an existing parallel street.

As far as getting money out of the new South Hillsboro urban area, the city has already stated that no site funds will be available for off site improvements. An example of that is their plan to improve ONLY the west one half of 209th with one traffic lane. This is a road which fronts the new development for two miles and is the only way for the 30,000 new residents to access south onto Farmington Road and one of the two roads to access north and east. That development should pay to rebuilt that old country road into a four lane urban arterial, which is what it will take to serve the new residents. The city has no plans to pay for improving any of the other local roads going east from 209th that the South Hillsboro Plan connects their new arterial system and traffic onto. Those are our local streets. So here comes the LOCAL improvement district tax and we get to pay huge sums for a need we didn’t create or want. CPO 6 does not support this “locals pay” system.

page 22: Funding Challenges: It appears that all the other users of the TV Highway Corridor are already paying through many various taxes so why isn’t the option of taxing transit and bike users an option? CPO 6 supports the separate corridor for transit, bike and ped in part due to the belief that the Federal Government may look kindly upon that concept and bless it with funding.