



**S. Hillsboro Focus Area Plan
Project Advisory Committee Meeting #1
Meeting Summary
January 30, 2013**

5:30 p.m. – 7:00 p.m.,

Hillsboro Shute Park Branch Library, Shute Park Meeting Room
775 SE Tenth Avenue, Hillsboro, OR 97123

Committee Members Present

Jeff Bachrach
Jeff Bachrach
Chris Brehmer
Dave Cady
Tonie Drew
John Dunn
John Eskeldson
Joe Hanauer
Todd Juhasz
Steve Larrance
Tom Mills
Don Odermott
Deena Platman
Mark Prince
Steve Szigethy
Chief Richard Hoffman (alternate for Cassandra
Ulven)
Rick Van Beveren

Committee Members Absent

Jeff Bachrach
Chris Brehmer
Dave Cady

Welcome, Introductions and Agenda Overview

Jeannine Rustad, City of Hillsboro, welcomed the Project Advisory Committee (PAC) to the group's first meeting. Jeannine led the committee in introductions, and the audience members also introduced themselves. Jeannine reviewed the agenda, and emphasized that the main goal of the meeting was to review highlights of the draft Focus Area Plan and to discuss questions, concerns, and overall thoughts on the projects included in the plan.

South Hillsboro Update

In September 2012, the South Hillsboro Comprehensive Plan Amendment was adopted by the City. The City worked with ODOT, DLCD and Metro on an overlay that prohibits the City from applying City zoning or accepting development applications in South Hillsboro until transportation issues are addressed, including a financing plan for projects that will meet the growing demand in the area. Jeannine mentioned that before the City could look directly at South Hillsboro transportation issues, the TV Highway Corridor Plan (TVCP) was done first, led by ODOT with participation of Washington County, to look at an 8.5 mile stretch of the highway between the cities of Hillsboro and Beaverton. She mentioned that the TVCP Policy Group was meeting on Monday, February 4th to take final action on the plan. Outcomes of the plan will inform the Focus Area Plan. She invited people to attend that meeting.

South Hillsboro Focus Area Plan (FAP)

Project Advisory Group (PAC)

Jeannine explained that the PAC is a blended group of community and technical members. The advantages to this are expediency to accommodate the schedule, and to provide the opportunity for the technical members to hear directly from the community perspective.

Schedule

Scott Richman discussed the Focus Area Plan schedule. The FAP will be finalized by the end of February. The plan is coming out of the TV Highway Corridor Plan process - most of the information needed to develop the FAP has already been accomplished. The team is currently working on the traffic analysis that illustrates the delta between the conditions if South Hillsboro is developed versus if it is not developed. Scott mentioned that the meeting was the first of two PAC meetings; the second meeting is scheduled on February 21, 2013 at the Civic Center. He also invited everyone to attend an open house to review the FAP with the public, scheduled on February 12, 2013 from 5:00-7:00 p.m. at the International School of Beaverton in Aloha. On February 19th there will be a joint City Council/Planning Commission work session.

Scott requested comments from the PAC on the plan by Friday, February 1st. If comments come in later than that, comments may not be incorporated into the open house materials. Comments can be emailed to Jeannine.

Jeannine said that in addition to the work on the FAP, the City's transportation division is working on additional comprehensive transportation planning work for the City. Don Odermott discussed this comprehensive work. He also introduced the work TriMet is doing as part of the Westside Service Enhancement Plan as visionary work.

TriMet Westside Service Enhancement Plan Update

Don Odermott introduced PAC member Tom Mills to provide an overview of the plan. The Westside is the first Metro area to be reviewed, others will follow. Tom said that the Westside area can be thought of as Scholls Ferry Road going north. There has been a lot of demographic and mapping work that has gone into

the plan, to determine where people live and where they are traveling. A postcard survey was sent to 20,000 addresses in 2012 to inform residents of the plan, as well as doing a listening tour, and meeting with many community organizations. Outreach is continuing. Tom brought handouts and walked through some of the initial work. He also mentioned the need for transit to serve people within the Westside area versus traveling from the Westside to Portland. Finally, Tom walked through the handouts that illustrate the expansion of TriMet service in a grid pattern in the Westside area and the increasing frequent service on key lines and express service (ex. TV Highway, Cornell Road, 229th).

Tom highlighted the following plan ideas being considered:

- Desire to connect job locations to where people live;
- Extend the red line to downtown Hillsboro and only have blue line to Beaverton Transit Center;
- Upgrade TV Highway to high capacity service (TV Highway Corridor Plan recommends additional analysis to support high capacity service);
- High capacity connection between the Quatama/NW 205th Ave. station and the future Amber Glen development;
- Express service between southwest and Evergreen employment area.

Tom also said TriMet is looking into alternative transit service where traditional routes do not work. This would require partnership with a non-profit, as it does not work under their current funding structure.

Focus Area Plan Presentation

Scott Harmon presented information on the draft Focus Area Plan. Scott explained that the community will require some level of transportation improvements whether or not South Hillsboro is developed. The purpose of the Focus Area Plan is to determine what South Hillsboro is responsible for. The team is also looking at impacts to the neighborhoods surrounding South Hillsboro when development occurs.

Scott noted that the City, separate from the Focus Area Plan, is looking at the specific street network requirements for the South Hillsboro area when development occurs. They are looking at a phased approach.

Scott used a set of draft plan maps to walk through the draft plan. He explained that the plan boundary has been extended on the east from 209th to 198th - and impacts will be analyzed as far east as 185th.

Don Odermott explained that there may be an overlay applied to South Hillsboro to address the funding gap to meet the needs the analysis shows. Rick Van Beveren asked whether the special overlay area funds will include the expanded boundary area to 198th. Don indicated that the funds don't have a geographic boundary. The City may give County funds for projects that will address impacts.

Scott explained the tables included in the plan and then walked through the different sections. Highlights include:

- Plan models with the recent UGB expansion and without it.
- Focus on north/south traffic impacts.
- List of federal financially constrained and local financially constrained projects considered – these are baseline projects.
- Team is also identifying the South Hillsboro driven projects – examples include:
 - Roadway network in South Hillsboro – extension of Cornelliuss Pass
 - Extension of Alexander across from 209th to 229th
 - 198th at Kinnaman
 - Farmington needs to be five lanes from 198th to 209th
- Table 5 includes projects that are the responsibility of the City of Hillsboro, ODOT and Washington County rather than directly attributed to increased travel demand that South Hillsboro generates. These are the base case projects. Examples include:
 - Signal timing change

- 185th at TV Highway improvements – looking at double left turns
- 198th at Blanton Street – potential aligning and signaling
- 185th and Blanton – potential aligning and signaling
- Table 6 illustrates the projects that will need to occur after the base case projects are built and South Hillsboro is developed. The list will grow after the next round of plan edits. Table 7 indicates where additional through lanes are needed to increase capacity.
- Access management.

Committee Q&A/Discussion

Stacy Thomas led the PAC in a question and answer period regarding the draft plan.

Steve Larrance provided his written comments to staff and PAC members. He summarized his comments. The community has envisioned 209th as a five lane arterial for years, and most of the right-of-way is on the left side of the road. 209th is going to become the main through route and freight route. He explained that he thinks there are mistakes in assumptions where traffic volumes will occur. He does not believe the community should be responsible to improve roads east of 209th – the community is going to absorb much of the impacts, and should not be charged for it too.

Steve Szigethy asked if the comprehensive funding strategy will be part of the FAP. Jeannine said it will be done as a separate document because it will require work beyond the end of February, when the FAP is complete.

Tonie Drew agrees with Steve Larrance regarding 209th; it needs to be a five lane arterial. She noted that the traffic light pattern at TV and Farmington doesn't work for current volumes. She believes 209th and 229th make more sense as major arterials than Cornelius Pass does. She also addressed the Max line – it needs an additional park and ride, in addition to Sunset station. Sunset station fills up early, and people will drive all the way in to Portland if it is full.

Don responded that there is extra capacity at 185th Park and Ride. In the long run, he would like to create an express train. Tom Mills said that extending the blue line to 185th is long range vision in addition to adding the red line into downtown. He also said frequency is also important and has taken a hit, but TriMet is working on improving it. Tonie also said there is a capacity problem on the trains, when they are full, people with disabilities in wheelchairs and people with bikes are asked to wait for the next train.

Joe Hanauer asked the reason for needing five lanes from Farmington to Rosedale – where do you see trips generated? Scott Harmon said if there is a full build out of South Hillsboro, Cornelius Pass would connect with Rosedale. Don also noted the large volumes of traffic from south county.

Rick Van Bevern asked about phasing, specifically how the City will sequence transportation improvements to synch with land development. Don noted that as development expands from north to south, we need to determine the thresholds to development so you don't have to overbuild an intersection because too much traffic was turned loose too soon without parallel resources.

Steve Larrance said that securing right-of-way through dedication at time of development doesn't mean you have to build anything now, but gets you a cheaper project ultimately. Jeannine agreed and said that is why a 15% design will be done prior to accepting any applications.

Public Comment

Eric Squires commented that this is a profitable venture for the City. He is concerned about how much weight is given to mass transit as a solution. He is concerned about transit solutions like WES which is very expensive. This project needs better public outreach – there should be more citizens giving public comment. He discussed the law of diminishing returns and how it applies to the City and the Aloha area. Budgets are tight and elected officials need to be held accountable. Preservation of right-of-way for future development is the highest and best use of this project team’s time. He also commented that disaster planning is a high priority when working on transportation improvements.

Nancy Eskeldson addressed her comment to Tom Mills. She is interested in Park and Ride facilities specifically on TV Highway. Tom Mills explained that the plan is to fill in the grid area discussed in this presentation with additional transit service so that passengers won’t have to drive to a Park and Ride. He did note that building Park and Rides is very expensive and usually not the best use of funds. They fill up as fast as you build them. Nancy wants a way to take transit into Hillsboro or Beaverton. Tom noted that currently she can ride the #57 bus on TV Highway into Beaverton. Nancy noted that with the new South Hillsboro development, there will be a lot more cars on the road and we should be providing them a place to park and ride transit – especially for older drivers who don’t want to be in the congestion.

Don noted that the opportunity to leave your car south of TV Highway would be great. Tom discussed the potential of creating alternative shared use parking lots where park and rides don’t currently exist.

Next Steps

Jeannine Rustad invited PAC members to call her if they have further questions. Scott Richman asked the group to get their written comments to the team by Monday, February 4, 2013. If possible, the team will incorporate changes prior to the February 12th open house. He also noted that postcard invitations have been sent to addresses in the plan area to the open house and encouraged everyone to attend, and to let their neighbors know. Jeannine reminded the group that their next meeting on February 21, 2013.

Adjourn

Jeannine thanked the members for their participation, and adjourned the meeting.