



TV Highway Corridor Plan (TVCP) Technical Advisory Committee (TAC) Meeting #1

MEETING NOTES

Wednesday August 10, 2011

1:15 p.m. – 2:45 p.m.

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

Attendees (alphabetical order by last name):

TAC Members/Alternates:

Hal Bergsma, Tualatin Hills Parks & Rec. Dist.
(THPRD)

Brad Choi, City of Hillsboro (Alternate)

Marah Danielson, ODOT (also on PMT)

Jabra Khasho, City of Beaverton (Alternate)

Heather McCarey, Westside Transp. Alliance (WTA)

Margaret Middleton, City of Beaverton

Josh Naramore, Metro

Don Odermott, City of Hillsboro

Kathleen O’Leary, Wash. Co. – Health/ Human Svcs.

Shelley Oylear, Wash. Co. – Ped/Bike

Jessica Tump, Trimet

Julie Webber, Wash. Co. – Disability/Aging/Vet

Aisha Willits, Wash. Co. (also on PMT)

Project Management Team (PMT):

Angie Jones, David Evans and Associates, Inc. (Consultant Project Assistant)

Scott Richman, David Evans and Associates, Inc. (Consultant PM)

Jeannine Rustad, City of Hillsboro PM and PMT member

Others:

Washington County Commissioner Dick Schouten, TVCP Policy Group (PG) member

Welcome, Introductions, Meeting Purpose

Scott led introductions, asking each TAC member to state one or two things they would like to see as an outcome of the TVCP. The responses are summarized as follows.

- Marah would like the TVCP to include safety improvement projects that could be implemented immediately
- Heather would like the TVCP to result in consistent infrastructure. Currently the transportation network favors motorized vehicles.
- Julie, Hal, Shelley and Jessica agreed that facilities including crossings that are safe and convenient for people of all ages (e.g. families) and abilities are needed
- Kathleen would like the corridor to promote healthy living by being inviting to people who want to be out and about
- Brad wants to see a variety of transportation options accommodated, including improved safety for bikes/peds
- Jabra emphasized improved ped/bike accessibility in a corridor that is “more alive”
- Don would like improved mobility for all travel modes and enhanced ability to increase housing to support job growth
- Josh wants the plan to reconcile the identity of TV Hwy, and achieve a better balance between access and mobility

- Margaret would like all of the goals to be accomplished, and getting people and traffic to and from the Beaverton downtown area is particularly important
- Aisha agreed with others' thoughts and she would like more trees in the corridor
- Jeannine would like better accommodation of all modes of transportation

TAC Roles, Responsibilities, Protocols, and Draft Work Plan

Scott reviewed the handout that details proposed TAC roles, responsibilities and protocols. He also noted the committees rosters and proposed Community Advisory Committee (CAC) representation. He reviewed the current project Work Plan that will be kept up to date on the project web site. A summary of discussion follows.

- Don said that the freight component should be considered and he recommended that the CAC include freight representation.
- Hal inquired about what happens when we are done with the planning process – who will adopt the TVCP? The intent is for the TVCP to be incorporated into the RTP, and affected jurisdictions would also need to approve the plan.
- Marah said that ODOT might bring the TVCP to the Oregon Transportation Commission (OTC) for their approval.
- Don said it is critical to get endorsements from all stakeholder jurisdictions' decision makers early on and throughout the process.

TV Hwy Corridor Plan Update

Scott, Jeannine and Marah provided updates on the TVCP, including the project tour for TAC members, existing conditions and corridor history highlights, and applicable policy context. The TAC received a packet of information, including a summary of the tour, and highlights of existing conditions, plus applicable policy information from the Oregon Highway Plan (OHP) and RTP, and copies of historic news articles focused on TV Hwy.

- In addition to her overview of the project tour held on July 18th; Jeannine offered to schedule another small tour for TAC members that may have missed the tour and want to see the area
- Commissioner Schouten noted that he arrived today on bike via Blanton. He suggested that this could be improved into a nice bike boulevard.
- Marah noted that we will not develop alternatives to analyze. Rather we are looking at solutions and how to prioritize them.

TAC Q&A/Input on Draft TVCP Goals

Scott referred to Draft TVCP Goals provided on the back of the TAC meeting Agenda that had been provided to them prior to the meeting. The Policy Group (PG) met on August 5th and focused primarily on the draft overarching goals. Scott asked the TAC for feedback on the draft TVCP process and implementation goals.

Comments from TAC members are summarized as follows.

- Jessica said that she really likes the project goals
- Shelley said that there will be some give and take when it comes to serving all modes; let's try to improve the equity between the modes
- Hal agrees with Shelley; he said there is too much accessibility for autos (i.e., too many closely-spaced driveways without turn restrictions), especially on the north side of TV Hwy; we don't want to improve auto accessibility necessarily.



- Don reiterated the potential opportunities to improve parallel routes and connectivity to them
- Julie offered that if we improve accessibility by adding more crosswalks, we also need to consider the length of the pedestrian (Walk) signal. Adding more crosswalks alone will not necessarily allow enough time for people with disabilities to safely cross TV Hwy
- Marah said that there is a need to define what accessibility is and for which modes so we can define that in terms of goals; it means different things for different modes, we also need prioritization of modes
- Heather emphasized that the road can increase capacity without increasing lanes or number of cars – increase capacity for people through other modes
- Josh noted the importance of how we measure impacts and effectiveness of various actions (e.g., accessibility, mobility, etc.)
- Kathleen said that making it appealing to people to use alternate forms of transportation other than automobiles is critical. Make it livable, and attractive to people. Light rail is attractive to business because the rail line is fixed, while a bus line could change. She encourages the project to foster community activity nodes.
- Aisha said that we should not lose sight of the parallel routes that do exist; we will not be able to do everything just on the corridor. She will not ride her bike on TV Hwy, she would rather stay on Alexander (parallel route) where it is nice with trees and less traffic.
- Jeannine said that those points underpin how we need to coordinate with the Aloha-Reedville (A-R) study. TAC members on both projects need to communicate what is important and of relevance to both projects.
- Jessica said that the A-R cover has the most frequent words heard and received in writing from the public, and the two biggest are ‘need’ and ‘sidewalks’
- Marah noted that she is representing the ODOT Rail Division today. Two ODOT Rail people went on the corridor tour. Swede Hays is on the TAC, but he is out today riding the rail line.
- Marah said that ODOT is coordinating with the freight stakeholder committee. If we are proposing any capacity changes in relation to freight, that has to go before the Oregon Transportation Commission (OTC).

Meeting Wrap-up and Actions

- Scott said that we will be completing the existing conditions and share with the group offline in the next few weeks (following PMT review), and seek feedback from the TAC prior to their next meeting, likely in October.
- The PMT will work with the TAC to schedule their next meeting.
- Scott noted that we plan to have future baseline conditions travel demand and operations modeling summary results available for the TAC prior to their next meeting.
- The PMT will be seeking information from the TAC at the October meeting to seek TAC input on draft Evaluation framework, opportunities and constraints and to help identify potential solutions.
- Jeannine Rustad will be the PMT point of contact with the TAC, and she will provide information to the TAC via e-mail.