

Community Advisory Committee Meeting# 1 Meeting Summary

October 25, 2011

5:30 p.m. – 7:30 p.m.

Tualatin Valley Fire and Rescue North Operating Center
20665 SW Blanton Street, Aloha 97007

Committee Members Present

Jeff Bachrach
Hal Ballard
Debra Dunn
Kat Iverson
Clayton Kangiser
Damian Miller

Anthony Mills
Gene Pann
Keith Peal
Paul Roder
Cassandra Ulven
Richard Van Beveren

Committee Members Absent

Kevin Hohnbaum
Dave Queener

Staff and Project Team

Susan Hanson
Marah Danielson
Nate Scott
Scott Richman
Jeannine Rustad
Stacy Thomas
Sylvia Ciborowski

Action Items for Project Team:

- Provide members with the updated existing conditions summary report.
- Find out how many crashes in the project area involved large trucks.
- Finalize list of alternates for CAC members.
- Identify another business interest to be represented on the CAC, possibly a representative of the Aloha Business Association.

Welcome and Project Kick-Off

Stacy Thomas welcomed everyone to the meeting, reviewed the agenda, and thanked committee members for their participation on the committee. Committee members and staff introduced themselves.

Project Overview

Jeannine Rustad and Scott Richman made a presentation on the project overview. The main points of the presentation include:

- The TV Highway Corridor Plan overlaps with the Aloha-Reedville Study and Livable Community Plan. The projects are being coordinated closely. The TV Highway project will answer the big system-level questions for transportation, and the Aloha-Reedville project will answer the more specific design and land use questions. The TVCP does not have a significant land use component.
- Project Schedule: The goal is to finish the Corridor Plan by June 2012. The Corridor Plan work will be followed by a Focus Area Plan for XXX which is anticipated to take xxx months to complete. The purpose of the TVCP is to:
 - Accommodate all modes of transportation
 - Determine what TV Highway is—a throughway or arterial? How many lanes? What kinds of intersections?
 - Get community input, and have two way communication with the public
 - Secure support and political buy-in from all affect jurisdictions (City of Hillsboro, City of Beaverton, Washington County, ODOT and Tri-met)
- Land uses and transportation
 - A huge population lives in the project area, though neighborhoods cannot be seen from TV Highway.
 - Where do people go on the corridor? The corridor area includes 33 schools, recreation and health facilities, and private business including the Intel campus and various shopping centers.
 - This project will try to answer: How do people travel through the corridor? What modes do people use most?
- This project recognizes the need for safety for all users.
- Transit Use and Access
 - The 57 bus route is very important; with 50,000 riders per week, it is the 8th most ridden bus route in the Tri-Met system.
 - Bus stop locations along TV Highway coincide with many reported pedestrian and auto conflicts.
 - The railroad tracks on the south side of the highway is a concern. The railroad is an important stakeholder, but will not be involved in the Community Advisory Committee. ODOT will meet with railroad representatives individually to coordinate and communicate with them.
- Bicycle facilities:
 - Currently, striped bike lanes exist on TV Highway and Baseline Rd. However, biking on TV Highway can be intimidating because cars move at high speeds.
 - Gaps in the bicycle system exist on a system-wide level within the corridor planning area, and there are limited opportunities for cyclists traveling North-South. The TVCP aims to identify opportunities for enhancing the bike system throughout the area, including North-South routes.

- Traffic operations
 - An updated existing conditions summary report will be available in the next couple weeks.
 - 60% of vehicle trips begin and end in the project area.
 - Traffic has not increased much since the 1980s.
 - Seven intersections in the project area exceed the state's operational standards.
 - Long vehicle cuing exists at different points along TV Highway.
- Safety
 - Thirteen points along the corridor have crash rates in the top five percent of the state's Safety Priority Indexing System (SPIS).
 - Approximately 30% of fatal or serious injury crashes involved a pedestrian or bicyclist.
- Priorities of this project (which come from Oregon Highway Plan and Regional Transportation Plan) include:
 - Priority #1: Protect the existing system
 - This could include: building better bike lanes and pedestrian facilities to improve pedestrian and cyclist safety; timing traffic lights for more efficient vehicle movement; and making transit easier to use.
 - Priority #2: Improving efficiency and capacity of existing facilities
 - This could include adding vehicle turn lanes at certain intersections.
 - Priority #3: Adding Capacity
 - This will only be done if priorities #1 and #2 fail to improve TV Highway.
- Project Work Plan
 - Currently, the project team is completing the existing conditions study.
 - In today's meeting and for the next couple of months, the project team is seeking input from the community on needs, constraints and potential opportunities. These will help guide the project team to prioritize solutions.
 - Identification of solutions should occur in the early part of 2012.
 - Implementation of solutions will require updating and revising various state and local plans.
 - The work plan is available online.

Committee Questions and Discussion

- Anthony Mills asked if there are any particular ethnic groups that have a higher rate of accidents in the area. If so, education to these groups could be a helpful solution.
 - Scott Richman replied that demographic information is usually not included in crash data. Data on the general population composition in the corridor shows that 25% of the community is Hispanic, which is higher than the County on average.
- Clayton Kangiser asked if a high proportion of adolescents are involved in crashes. Scott repeated that this kind of data is not collected in crash reports.
- Paul Roder commented that there may be cultural obstacles to education about pedestrian safety. He believes that predominantly ethnic minorities do not use cross walks. Paul added that there are virtually no accidents around Beaverton High School because education on pedestrian safety is so high there.
 - Scott replied that this project aims to identify such cultural barriers that may be considered as current constraints and future public education opportunities.
- Debra Dunn asked if we know how many crashes include large trucks. Scott replied that he would check to see if that the crash statistics data includes this information.

- Damian Miller commented that the project needs to focus on quality and reliability of transit. If 60% of trips begin and end in the area, a lot of these people can use the #57 bus route. With better quality and reliability, more people will choose to take the bus.
- Paul Roder asked how TVCP solutions will be implemented.
 - Jeannine answered that the project team will come up with a proposal to amend the Regional Transportation Plan (RTP), the Oregon Highway Plan (OHP) and County and City Transportation System Plans (TSPs). One of the goals of this project is to get public buy in. However, this project is not scoped to do the actual adoption. It will be up to the jurisdictions to adopt the proposals in their transportation plans. The project team is getting feedback from the jurisdictions along the way.
 - Scott added that the recommendations and advice from the CAC and Technical Advisory Committee (TAC) will channel directly to the project's Policy Group.
- Cassandra Ulven noted that funding will not be guaranteed even if the jurisdictions do amend their plans to include TV Highway improvements.
 - Jeannine agreed, but noted that because the TVCP prioritizes the various solutions, the solutions that are flagged as highest priorities in the transportation plans will get highest priority for funding.
- Gene Pann asked if any of the bus stops can be removed.
 - Scott responded that the data shows that none of the bus stops are low usage, though some stops are spaced close together. The project team is not at a point yet to recommend changes, but is collecting information from TriMet and the community which may inform some potential changes.

CAC Overview

Stacy Thomas provided an overview of the CAC roles, responsibilities and process. She noted that the input from this group will be filtered directly to the Policy Group.

Roles, Responsibilities and Guidelines

Stacy asked members to read the *Roles, Responsibilities and Meeting Guidelines* handout in the meeting packet. She highlighted some main points:

- This group will only meet four times, so members should try to make every meeting.
- Alternates: Attendance by an approved alternate is allowed. Members who think they will use an alternate should send Stacy their name and contact information within one week. Alternates will have full participation and be able to vote. Members should keep their alternates up to speed.
- Members should try to confirm their attendance before meetings.
- Members should be active and vocal in meetings.
- Members are encouraged to take information back from this process to the groups they represent and to the community at large.
- Members are encouraged to spread the word about other public involvement opportunities, such as open houses.
- The agency is committed to considering this group's feedback when they make decisions.

Meeting Protocols

Stacy presented the following meeting protocols:

- Members are willing to participate freely.
- Staff will get materials to members two weeks in advance of meetings, when possible.
- Members should respect each other's opinions.

- Consensus: Members strive for consensus. This does not mean that each member necessarily loves the outcome, but that the outcome represents something that each member knows is fair and can live with.
 - Members will be asked to come to consensus on a “Solutions Package” at the end of this process. A “recommendation” requires 2/3 consensus. If this committee does not reach 2/3 consensus, then the project team will let the Policy Group know members’ opinions and where members are not in agreement.
- Members are encouraged to talk between meetings and communicate with the project team.
- Members should not represent this committee to the media. Members can speak on behalf of themselves, but not for the group. Don Hamilton is the ODOT Public Information Officer and is handling media inquiries for the project.
- Members should let Stacy know if they have any concerns with the meeting protocols.

Public Involvement Plan

Stacy gave an overview of the Public and Interagency Involvement Plan (PIIP) for the project:

- The project team is coordinating with the Aloha Reedville Study to do joint public involvement, so that the public sees the connection between the two projects. The project partners in both are very much the same. A joint open house will be held on November 2, and a TVCP-only open house will be held on November 8. Other joint public involvement efforts will continue to be scheduled.
- The PIIP includes targeted outreach to minority groups, low-English proficiency groups, low income groups and senior citizens. At this point, a list of organizations to interview has been identified, and the PIIP will be updated to reflect specific outreach techniques suggested by these groups. The newsletter has been translated into Spanish and dropped off at six community organizations.
- The PIIP includes various tools and activities, including: project web site; project committees; online surveys; project e-mail list; Spanish translation and interpretation; open houses and community briefings; and project updates through newsletters and e-mail updates.
- The project team will conduct stakeholder interviews with members of the community. Stakeholder interviews have already been conducted with agency representatives.

Committee Questions and Discussion

- Richard Van Beveren said that while he is a business owner, he is not comfortable representing the Aloha Business Association. He also noted that business owners are a bit underrepresented on this group, as he is the only member who owns property along TV Highway. He recommended reaching out to someone at the Aloha Business Association.
 - Susan Hanson, Keith Peal and Stacy Thomas agreed. The project team will try to get another business interest on the committee.
- Nate Scott noted that many members represent multiple interests, and are encouraged to represent the views of the various organizations and interests they are a part of.
- Anthony Mills asked if law enforcement was invited to participate on the committee. He suggested that a law enforcement representative could be helpful, since they are familiar with what kinds of people are involved in accidents.
 - Damian commented that this group should focus on what can be done to prevent crashes, rather than focusing blame on particular groups of people.
 - Anthony and Paul responded that it is more important to save lives than to worry about being politically correct. There may be trends and statistics that show that a particular group of people are more often involved in crashes.

- Damian commented that we should focus on drivers as the cause of crashes, not as pedestrians or bicyclists as the cause of crashes.
- Jeannine summarized that members feel that, while it would be helpful to look at technical data about the physical contributions to crashes, it also may be useful to look at demographic data. It might not just be an education issue; it might be that people live in an area that is not close to a safe crosswalk. Staff can try to get some demographic information.

Project Goals

Scott Richman provided an overview of the draft project goals. He explained that the project team conducted stakeholder interviews with all Policy Group members and senior staff from each agency. The draft goals were developed in response to feedback received from these interviews. The goals have been presented to the Policy Group and TAC for revisions. The project team would also like CAC members to provide their feedback on the goals. There will also be an opportunity at the Open House for citizens to provide input on the draft goals.

The draft project goals include:

1. Improve mobility and accessibility
2. Enhance safety for all users and modes
3. Strengthen and support economic vitality
4. Improve visual appearance & strengthen community pride
5. Reduce vehicle miles traveled
6. Promote environmental stewardship
7. Be consistent with state and regional strategies to reduce GHG emissions

Community Advisory Committee Goal Exercise

The project team provided members with the *Community Advisory Committee Goal Exercise* handout and asked them to rank each of the draft goals. The following represents the responses received:

Draft Goal	Most important	Important	Somewhat Important	Least Important
1. Improve mobility and accessibility	●●●●●●●●	●●●		
2. Enhance safety for all users and modes	●●●●●●●●	●●	●	
3. Strengthen and support economic vitality	●●●	●●●●●●●●		●
4. Improve visual appearance & strengthen community pride	●	●●	●●●●●●	●●
5. Reduce vehicle miles traveled	●●	●●●	●●●●	●
6. Promote environmental stewardship	●	●●●●	●●	●●●
7. Be consistent with state and regional strategies to reduce GHG emissions	●●●	●●	●	●●●●

Issues and Opportunities Brainstorm and Discussion

Scott presented a large map of the project area that illustrates some issues and barriers that have already been identified along TV Highway. The project team is seeking feedback from committee members on other corridor-wide issues that need to be addressed. These needs and issues will then be tied back to the goals to help the project team target potential opportunities and solutions.

Stacy asked members to write down issues they feel are important to address in the project. All of these ideas were then presented on a large board and grouped under each of the project goals, though many ideas fit under various goals.

The following is a list of all issues identified by members, grouped by goal:

1. Improve mobility and accessibility

- Fix 209th Ave
- Enhance safety and traffic flow by widening 209th
- Access consolidation where possible
- Consolidate driveways
- Traffic congestion
- Create “super-grid” of streets in corridor (with alternative routes to TV Highway to lessen impact)
- Invest in intelligent transportation systems (signalization)
- Enhance traffic flow
- Improve capacity and freight mobility
- Increase future ability to widen TV Highway by restricting building on north side of road
- Synchronize traffic signals to improve flow
- 209th grade separation and lack of turn lanes
- Northbound left turn lane on 209th Ave and southbound turn lane on TV Highway onto 209th Ave
- Maintain capacity
- Maintain capacity on TV Highway
- Bike lanes everywhere would help maintain capacity

2. Enhance safety for all users and modes

- Enhance cyclists’ safety by removing bike lanes
- Some intersections need a consistent turn signal versus a blinking yellow light
- High number of bike and pedestrian crashes
- Inconsistent width of bicycle lanes
- Inadequate pedestrian crossings and access to transit
- Evaluate position of bike lanes between shoulder and travel lane
- Reduce spill over traffic into neighborhood streets
- Create under or over-crossings for cyclists and pedestrians
- Inadequate bike lanes
- Use old highway just south of railroad as a bike path to avoid conflicts with larger vehicles. The old highway runs from 209th west to 229th, but could use Shaw St and fill in between.
- 198th: Sidewalks south of TV Highway to access bus # 57 and for 198th route
- Convert all traffic signals to video detection

- Educate all users about how to share the road safely
- Being aware that bicyclists are drivers on the road too
- Lack of awareness in certain age groups

3. Reduce vehicle miles traveled

- Figure out how to get #57 bus through major intersections reliably to increase competitiveness with driving for local trips
- Enhance transit connections and options
- Shuttle routes
- Have benefits or free pro-environment bikes for the community as an example
- Make viable low-traffic alternative routes for local bike trips
- A shuttle service to take RWD and the elderly to shopping and areas of interest, either on TV Highway or accessed primarily by TV Highway
- Encourage development that is transit oriented

4. Be consistent with state and regional strategies to reduce GHG emissions

- *No issues specifically identified under this goal*

5. Strengthen and support economic vitality

- Access for large trucks
- Access to local businesses
- How much more of a loss are tax payers going to take?
- Preserve the freight route which strengthens local and regional economies

6. Improve visual appearance & strengthen community pride

- Landscaping at key intersection 185
- Visual appeal
- Maintain rural flavor
- Reduce “barrier” effect for people moving across the highway

7. Promote environmental stewardship

- *No issues specifically identified under this goal*

Committee Questions and Discussion

- Anthony suggested breaking up the “Improve mobility and accessibility” goal into various sub-goals, since it is so broad.
 - Debra Dunn commented that while all modes have their own needs, all modes have to share the corridor. She would like to see the end product be holistic.
 - Paul said that, while the end result is for all modes to work well together, the project team can get a more accurate picture of what each mode’s needs are if the goal is splintered by mode.
 - Damian commented that mobility and accessibility are often competing values, so it is confusing to have them together.
 - Scott reminded members that these goals are not etched in stone – they are still in draft form until getting feedback from the public at the November open houses.
- Richard asked where parallel routes and other roads come into the discussion, beyond just TV Highway itself. Scott responded that the project team has gotten some feedback to not just focus on TV Highway itself. Paul added that frontage roads are a possible consideration.

- Gene Pann commented that his primary concern is safety on the highway. There are children in the area, schools nearby, and there have been a lot of accidents. He suggested that the best way to avoid safety issues is for people to not have to cross TV Highway at all, and instead put in overpasses or tunnels for pedestrians.
- Paul Roder commented that the thing most people are concerned about is traffic congestion and safety.
- Anthony Mills suggested changing “most important” to “very important” and “least important” to “less important” in the goal exercise worksheet.
- A couple members suggested adding public education as a separate goal.
- Clayton Kangiser commented that outreach and awareness to certain age groups is most important. Younger people probably don’t care about the TVCP, but if the project team reaches out to teenagers, that could change. He added that at least fourteen people at his school have gotten traffic violation tickets and several others have been in accidents on TV Highway in the last 3 months. He suggested a Facebook page as a good way to reach out to teenagers.
 - The PMT agreed that we want to seek input and capture the issues important to young people.

Next Steps

Stacy asked members about preferred dates for the next meeting. Tuesday, November 29th seemed to work for most members. At the next meeting, the project team will go over feedback received from stakeholder interviews and the open houses.

Members are encouraged to attend the November 2 or November 8 open houses.

The project team will let members know when TAC and Policy Group meetings are held for this project, and members are encouraged to attend.

Public Comment

- Steve Larrance: I question the statistic that 60% of trips start and stop within the corridor. When was that measured? There are a lot of North-South regional trips coming through the area that use just a segment of TV Highway for their route. Most of those are not local trips. There are certain times of day that the traffic is not local. Also, the economy highly affects the volume of traffic and the vehicle mix. The vehicle mix is 35% or more trucks at some parts of day. For crash types, is there any information on left-turn conflicts at roadway intersections versus mid-block? Left turn lanes are a popular solution with the community, for example in the South Hillsboro project. There is public property at intersection with 209th where a left turn lane could possibly be put in.
- Kristine Kennedy: I live on a connector street between TV Highway and Baseline. When we talk to others, it is important to call out that, when TV Highway is unsafe, surrounding streets get unsafe. When there is an accident on TV Highway, everyone wants to get off it and they take neighborhood roads.
- Sergio Cortez: People with cars aren’t the only ones using the roads. Drivers are trained to look for other drivers, but not for bicycles. There are bicyclists and pedestrians on the sidewalks.
- Steve Larrance: One of the important things that needs to come out of this process is to maintain capacity on TV Highway. Also, it is easy to point out specific areas that need

sidewalks, but it would be better to say that we need to do that everywhere. Often, people are walking in the travel lane because there is nowhere else to walk, which causes congestion, especially in the Aloha area. People in wheelchairs travel in the travel lanes of 209th Ave.