



Community Advisory Committee Meeting# 3 Meeting Summary

April 10, 2012

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
Kat Iverson
Kristine Kennedy (*alternate for Debra Dunn*)
Steve Larrance
Damien Miller
Anthony Mills
Keith Peal
Richard Van Beveren

Community Members Absent

Sergio Cortez
Debra Dunn
Kevin Hohnbaum
Clayton Kangiser
Gene Pan
Dave Queener
Paul Roder
Kimberly Turner

Staff and Project Team

Scott Richman, David Evans and Associates, Inc.
Jeannine Rustad, City of Hillsboro
Nate Scott, ODOT
Lili Boicourt, ODOT
Stacy Thomas, JLA Public Involvement
Jessica Pickul, JLA Public Involvement

Public Present

Eric Squires
Walt Hellman

Action Items for Project Team:

- Finalize Needs, Opportunities, and Constraints Report and distribute to the CAC
- Finalize Stakeholder Interview Summary and distribute to CAC

Action Items for Committee Members

- Any remaining feedback on the Needs, Opportunities, and Constraints report should be provided by Friday, April 13th.

Welcome and Agenda Overview

Stacy welcomed everyone to the meeting and reviewed the agenda. Stacy noted that most of the meeting will consist of an interactive work session to gather CAC input on solution concepts. The group will be split into small groups to go through each of the improvement concepts with staff members, reconvene as a group, and debrief the group's input.

General project updates are as follows:

- An updated *Project Workplan* was provided. A transportation system solutions package is being developed (Task 4). The CAC will meet one more time to provide input and recommendations on the draft TV Hwy Corridor Plan (TVCP).
- The PMT is working towards a public open house that will be held on Tuesday, May 8th and a second Policy Group meeting scheduled on Thursday, May 24th. Briefings with the cities of Beaverton and Hillsboro City Councils, the Metro Council, and the Washington County Board of Commissioners have also been scheduled.
- The final corridor plan will be incorporated by amendment into the Regional Transportation Plan.

Review of the Needs, Opportunities, and Constraints Report

Scott introduced the *Needs, Opportunities, and Constraints Report* and explained that the team will incorporate the relevant input received thus-far from the TAC and CAC. Written input received from CAC members on the report is included in the CAC packets and on the web site. The *Needs, Opportunities, and Constraints Report* in conjunction with the TVCP Goals and Objectives and public input, are being used to develop the initial solutions package.

Solutions Development Evaluation Group Exercise Introduction

Scott provided a summary of what was included in the *Solutions Development Memo* and explained that since the last meeting, the project team identified potential solutions for the transportation system. The PMT grouped each of the initial improvement concepts listed into the three planning priorities that are aligned with state and regional policy. The PMT considered each of the concepts in relation to criteria (project objectives) and provided color-coded scoring as follows: best meets criteria (yellow), partially meets criteria (orange), conflicts with criteria (red), or is not applicable to the criteria (gray). The criteria (project objectives) were grouped into those that are most critical (must be addressed), critical, and those that the TVCP will strive to address. Scott reminded the group that the CAC's input will help shape the solutions development process.

The improvement concepts were developed based on public input, stakeholders interviews, technical experience and best practices. Definitions of each concept were provided in writing for CAC members to refer to during the exercise. Results from the April 4th TAC meeting, where they ran through a similar exercise, was also available to the CAC.

Before the exercise started, the following questions were raised:

- Rick asked if funding is being considered in the solutions development evaluation process. Scott responded that the PMT is obligated to create a financially viable package. Nate added that as a part of the package, funding evaluations will be made.
- Rick also asked who will be evaluating the proposed solutions by the TAC and CAC. The PMT will make a recommendation and the Policy Group will ultimately decide what is incorporated into the draft solutions package based on a number of factors including criteria, funding viability, committee and public input, etc..
- Steve asked what alternate mobility standards meant and if this has been employed elsewhere. The team explained that currently ODOT has set certain state highway standards for mobility and as a part of this process; the team can propose new ways to measure these standards. If this solution is a part of the package, it would be the first time that ODOT would utilize alternate mobility standards.

Scott noted that the next phase of this process will be to identify which solutions are short-term, mid-range, or long-term priority. This will be a main focus of the upcoming Open House event.

Group Exercise:

As a way to narrow down the solution priorities, the group split into three groups to vet each of the improvement concepts. Each group provided a Yes, No or Split recommendation on each concept. Improvement concepts that received a strong yes or no were categorized as such, while the remaining concepts were marked for further discussion. The CAC was informed that even if a solution idea receives all yes recommendations, there is no guarantee that it will be included in the draft solutions package

Priority 1 Comments:

- Signal priority (for transit) may be OK for emergency vehicles, but not transit.
- Wayfinding for non-motorists should be a part of an integrated transportation system.
- Wayfinding would be beneficial, especially when combined with parallel routes.
- Fencing should be a railroad priority. Pedestrians that cross without an authorized crosswalk should be ticketed by police.
- Fencing, when combined with additional crossings, would be helpful.
- Railroad fencing not preferred because a different type of safety pedestrian access plan is needed.
- Alternate mobility should be a priority.
- Safety is a concern with VMS for real-time traveler information.
- An express service should be explored for the 57 bus. Group 3 agrees and added that North/ South routes should be a higher priority. (Damien has more information on this)
- Additional street lighting should be added on the North side on TV Highway first.
- Security cameras are not needed.
- Red-light violation cameras will not affect safety and can be an accident creator by encouraging rear-end collisions.
- Steve commented that alternative mobility standards will result in failure for more hours.
- Signal optimization is needed North/South, however this may not be accomplishable in the near time future.
- Signal adaptive signal control should be included.
- Access management off the highway is needed to access between properties.
- Education and marketing should be a priority if cost effective. Should analyze whether this strategy is effective.
- Real-time traveler information may be effective for those with a real-time GPS system. With that in mind, some members of the group agreed that this technology may be of some value. Kristine followed this discussion up with adding that people travel on TV Highway for a reason. If real-time information tells people to avoid TV Highway, they may end up traveling on more residential streets, which is also not preferred and would be a safety issue.

Priority 2 Comments:

- There were several solution ideas that had questions about the specifics of how they would be implemented.
- Bike and pedestrian solutions should encourage people to not bike or walk on TV Highway.

Priority 3 Comments:

- A business access lane seems too difficult to do.
- Regarding business access, group members questioned whether this is really an issue. If it means adding a lane, then it might work. West of Cornelius Pass, sidewalks need to be considered. That said, there are a lot of places it can't be done.
- Frequent bus service on parallel routes it not very practical, however if done on one street, it could be great.
- If frequent bus service means instead of TV, then no. If this is for North/ South routes, then yes.
- Fixed or flex guideway system may be too expensive or too far out of range. Some suggested that if considered, express transit bus only.
- A commuter rail would be too expensive and too much would have to line up in order for it to get done.
- ROW on existing railroad is not a good idea because there would be more trains to stop traffic. The group suggested considering placing this underground.
- A cycle track is not a priority if we want to improve safety along the corridor.
- Cycle track on TV Highway does not make sense. Parallel routes would be better. They also added that wider bike lanes may make sense, but they can also take too much room and doesn't make a real difference. This could add to more cyclist fatalities which is scary.
- Transit-oriented development would be great, but may not be practical.
- Undercrossings should be taken off the table because tunnels are creepy and dangerous. There may be a better alternative to this. One group brought up TriMet crossings as a preferred alternative to undercrossings. Another group brought up that lights on roads would be preferred.
- Grade separations at TV and Cornelius Pass would lead to more people trying to switch lanes which is dangerous. Some members wanted more discussion, but overall would be too expensive.
- Creating a couplet could be a long-term project. It should be considered whether this would take away from a designated bike lane and whether speed would increase. In order for this to work, we need the "full banana." This solution may interfere with local access and residents wouldn't like it.
- If adding a high capacity HOV with mean adding an additional lane, then it is not feasible. If bundled with a transit lane, maybe it would work. Additionally, it is over capacity now.
- All groups agreed that relocating the railroad is simply too expensive. One comment received was if it went under a major cross street, it would be OK, however currently there isn't support for this by the railroad.
- In regards to market incentives, Steve brought up that a commercial business district (209TH east to 170th) has been in place for 28 years and it has been ineffective.
- Developing a North/ South arterial and collector links would be challenging because there is limited vacant land.

Public Comment

Walt Hellman, Aloha resident, addressed the group with two concerns about the path that TVCP is taking. First, it is important that the committee prioritize solutions with improving mobility in mind. Certain solutions such as real-time travel reporting, will not improve mobility on TV Highway. Additionally, using alternate mobility standards should consider future capacity. Walt added that making TV Highway a limited access highway is a paper solution, not reality. Second,

Walt addressed his concerns about funding the transportation system solutions. Solutions should only be passed if funding is secured. The public should be informed of what is being considered so they are aware of what may be included in the solutions package and be able to support solutions with additional tax dollars.

Review of Stakeholder Interviews

Jeannine reviewed the stakeholder interviews completed to date. There were sixteen citizens interviewed and their main interests include more frequent transit service, more vibrancy within the area, and greater safety and mobility. Seven businesses were interviewed and these stakeholders discussed pedestrian safety, the traffic issues, and difficulties in making left-hand turns. The freight stakeholders cited issues with movement and local delivery. The full report of the stakeholder interviews will be completed as soon as the final interviews are wrapped up, including an interview the Beaverton Police.

Next Steps and Adjourn

- The PMT will review the CAC and TAC feedback and narrow down solution options in preparation for the upcoming Open House.
- A survey will be made available in conjunction with the May Open House. Stacy encouraged the CAC to participate in the survey.
- Information will be made available about what solutions are no longer being considered and why at the Open House.