



Community Advisory Committee Meeting# 2 Meeting Summary

November 29, 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

Hal Ballard
Kat Iverson
Clayton Kangiser & Sergio Cortez
Kristine Kennedy (*alternate for Debra Dunn*)
Steve Larrance
Damian Miller
Anthony Mills
Keith Peal
Dave Queener
Paul Roder

Scott Richman
Jeannine Rustad
Stacy Thomas
Sylvia Ciborowski

Committee Members Absent

Jeff Bachrach
Debra Dunn
Kevin Hohnbaum
Gene Pann
Kimberly Turner
Richard Van Beveren

Staff and Project Team

Susan Hanson
Marah Danielson
Nate Scott

Action Items for Project Team:

- Send link to Existing Conditions Report when it is available.
- Provide members with updated results of the online survey.
- Find out correct data for what percentage of trips on TV Hwy start and end in the project area.
- Send members electronic copies of the *TVCP Evaluation Framework* handout, the *Arterial v. Thoroughway Issues Paper* and the segment maps.
- Check on the Washington County TSP to see what it says about alternative routes and bicycle boulevards.
- Send members complete list of public comments made on maps at the open houses.

“Homework” for Committee Members

- Send comments to staff about needs, opportunities and constraints on the segment maps by December 7th.
- Send comments on goals and objectives to staff (*TVCP Evaluation Framework* handout) by Wednesday, December 7th.
- Send comments to staff about the *Arterial v. Thoroughway Issues Paper* by December 2nd.

Welcome and Agenda Overview

Stacy Thomas welcomed everyone to the meeting and reviewed the agenda. She asked for CAC member opinion regarding the possibility of Steve Larrance joining the committee as a new member at-large as a resident of Aloha-Reedville. The CAC supported the addition and Steve was invited to join the CAC at the table. Kimberly Turner has also been added as a new member representing the Aloha Business Association, though she was not able to make it to the meeting today. Committee members and staff introduced themselves.

Work Plan

Scott Richman reviewed the Project Work Plan (handout in packet). He noted that the final Existing Conditions Report will be available on the website the week of December 5. Staff is currently getting public input on needs, constraints and opportunities. The crux of the TVCP will be putting together a solutions package built on this input. The team is also seeking CAC input to help determine whether TV Highway should be an arterial or a throughway. He added that staff will meet with the Policy Group in January, and will provide Policy Group members with TAC and CAC input at that meeting.

Another open house will be held in February or March to present an initial draft of the solutions package. The open house date will be coordinated with the Aloha-Reedville project in order to host another joint event.

Public Comment

None

October 25 CAC Meeting Summary

Steve said that the meeting summary should reflect that he suggested the possibility of using publicly owned property for a *right-hand* turn lane onto 209th, not a left-hand turn lane. Another member noted that the property is actually not publicly-owned.

Review of Public Input

Review of Open House Summary

Nate Scott reviewed the meeting summary for the Nov 2nd and 8th open houses. He noted that at those meeting, staff set up large segment maps for citizens to post sticky notes with their feedback. The handout in the packet summarizes the main themes from that feedback, which Nate reviewed.

Stacy Thomas reviewed the preliminary results of the online survey, which closed on Nov 27th. Members will be provided with a more complete summary when that is available.

Members were concerned that the survey only represents a limited segment of the population, and likely does not include the input from non-local residents who use TV Highway for their commute. Staff noted that they would make sure the Policy Group is aware that this is not a statistically-valid survey.

Stakeholder Interviews

Jeannine Rustad explained that project staff plans to conduct stakeholder interviews in mid-January, particularly to get input from businesses and large employers. Staff will also likely conduct additional interviews after the draft solutions package is out for review.

Committee Questions and Suggestions for Outreach

- Kat Iverson suggested holding an open house in Forest Grove to get the perspective of people who commute from Forest Grove using TV Highway. Staff responded that this may not be the best use of the project outreach budget, since it is not part of the scope and citizens don't tend to turn out for meetings unless they are directly impacted.
- Damian Miller suggested that staff talk to people at Beaverton transit centers to get the perspective of people who use transit.
- Hal Ballard suggested giving a presentation to the Intel employee base. Staff responded that this may be a good choice for a small group meeting.
- Steve Larrance suggested that the project team needs to have conversations with large employers in the area before completing the Existing Conditions Report. Staff responded that the Existing Conditions Report looks at the physical conditions and traffic data.
- Other members suggested reaching out to the Oregon Food Bank and area churches, especially those with food pantries.
- Anthony Mills asked if staff has contacted emergency services. Jeannine responded that life, fire and safety is one of the categories for stakeholder interviews.

Plans and Policy Review

Jeannine directed members to the *Plans and Policy Review Executive Summary* handout in their meeting packets. The handout puts TV Highway in the context of Oregon State and Regional Transportation Plans. She noted that transportation policy includes a hierarchy of what agencies need to consider in addressing transportation solutions. Adding capacity is last on this hierarchy.

Jeannine then reviewed the *Arterial v. Throughway Issues Paper*. She explained that staff has conducted interviews of Policy Group members and asked how they see TV Highway developing in the future. All but one Policy Group member said that they see the highway developing with nodes of commercial activity. Most said that they don't see TV Highway growing into six lanes. Jeannine added that staff has outlined this issues paper to help in asking the Policy Group for direction on whether TV Highway should be an arterial street or throughway. She asked committee members for input on changes or revisions to the issues paper.

Jeannine noted that TV Highway is unique in that its traffic volume straddles the classification of throughway and arterial. In order to truly turn the highway into a throughway, the project would need to cut off lots of access to businesses. She added that the goal of a throughway is moving cars and freight efficiently, while an arterial street seeks to find a balanced transportation system for all modes.

Committee Discussion

- Steve noted that the issues paper says that 60% of trips on TV Highway start and end in the project area. He noted that the 60% figure is just assumed in the Metro model rather than being an actual measurement. He figures that 80% of the trips are not local on certain

segments of TV Highway during rush hour. He suggested that the 60% figure not be included in the issues paper.

- Staff responded that they will look into that to make sure the document includes the correct assumptions.
- Anthony Mills commented that so many trips start and end in the project area because most of the people using TV Highway probably live in the area.
- Keith Peal commented that there cannot be a discussion on potential solutions until the project team has the correct data.
- Damian commented that whatever the true number is, the local trips represent trips that people can make by using bike or transit rather than driving. He suggested that, since adding capacity is so expensive and has a large environmental impact, it would be good to look into whether some lanes could be freed up for long-distance drivers and freight trucks, without being caught behind people making local trips.
 - Jeannine added that one possibility is putting in a Business Access and Transit (BAT) lane, which is used only for turning movements and the bus.
- Steve commented that there are different types of arterials, and that TV Highway seems to be a hybrid between a throughway and arterial.

Jeannine asked committee members to send staff comments on the issues paper by email by December 2nd.

TV Highway Design and Function

Project Goals and Objectives

Scott directed members to the *TVCP Evaluation Framework* handout in the meeting packet, which lists the project goals and objectives. He noted that staff modified the goals based on input from the CAC and the TAC. The main changes to the goals include:

- The first goal is broken into two goals.
- The term “accessibility” is rephrased as “connectivity.”
- Goal #8 was added to recognize limited funds. Staff is obligated to look at the most cost-effective measures and prioritize those.

He added that staff will be working with Metro to get a handle on which performance measures related to the goals and objectives would be most applicable to the TVCP. Metro has tested around 300 different performance measures in their RTP.

Scott asked members for input on goals and objectives, and specifically on opportunities that could help meet the goals and objectives.

Committee Discussion

- Members noted that some information is cut off on the document. Staff will send an updated electronic version.
- Keith Peal commented that he hopes objectives 2C and 2D truly addresses freight and vehicle mobility. Mobility and connectivity are two separate elements, and should be addressed that way. He is also concerned that staff is using the Metro RTP as a design guide. He feels the Metro overlay may not be appropriate in the area because it looks at high density areas, but TV Highway Corridor is a suburban-urban area. He feels that the Metro model is difficult to fit into the Westside.

- Scott agreed that connectivity and mobility are separate. On the Metro RTP concern, he explained that the TV Highway corridor area is what the RTP calls a “mobility corridor.” The designation is a fundamental element from a roadway system standpoint, but there is also the overlay of regional bicycle facilities, pedestrian facilities and transit that needs to be taken into consideration. He added that staff will not blindly apply the measures from the region to this corridor, but will make sure they fit the corridor.
- Steve commented that he disagrees with the Policy Group comment that TV Highway in the future will include nodes of complete communities that would create short trips. He feels that the jurisdictions lost the one giant opportunity to create such a node on the highway when they turned South Hillsboro into a huge residential area with no employment. That development added 30,000-40,000 more people to the area who will have to travel out of the corridor to go to work.
 - Jeannie clarified that the nodes concept is not necessarily getting built into this plan. That was just the policy makers’ response to how they think TV Highway will look in the next 30-40 years.
 - Nate added that the TVCP project has to work within existing local land use plans. The project is only looking at transportation, and will not make any land use decisions.
- Anthony asked if there have been any pedestrian-train crashes in the area, in reference to objective 3G.
 - Scott responded that there have been no such crashes reported over the past five years. This is more of a future concern, since more trains are planned to pass through the area as part of the Connect Oregon Plan.
 - Nate added that ODOT Rail does not track “close-calls.”
- Scott commented that in terms of opportunities for transit travel, there are opportunities for bus by-pass lanes to free up right hand lanes.
- Damian commented that, in terms of transit mobility, making the bus faster and getting the bus out of the way of vehicles is a great way to get people out of their cars and onto buses.

Stacy asked members send any additional comments on the goals and objectives to Scott by Wednesday, December 7.

Needs, Opportunities and Constraints

Scott passed out a series of maps that split the TV Highway corridor area into four focus segments (A, B, C, and D). These are small versions of the maps that were presented at the November open houses. The maps illustrate the needs, opportunities and constraints that have already been identified by staff.

Scott walked the committee members through each segment area asking for their input, specifically on opportunities.

Committee Input on Segment A

- Damian suggested creating a bike route to Sunset Esplanade. He noted that he uses a route from Maple St. to 21st Ave and then to the Sunset Esplanade. Having that route marked and improved as a bike route would be helpful.

- Keith commented that there is a lot of congestion from where Shute Park ends to just before 30th Ave. He suggested timed traffic signals in that area, since there are four traffic signals in such a short segment.
- Steve commented that some of the Sunset Esplanade signals can be triggered by just one car, and make all of TV Highway wait.
 - Damian added that bicyclists have to use pedestrian signals because they don't set off traffic signals.
- Steve commented that on Brookwood Rd. south of TV Highway, there is no real connection to River Rd. He suggested a better connection here, which would stop a lot of neighborhood infiltration.
- Anthony noted that the map shows lots of crashes and fatalities between Cypress and Brookwood Rd. He asked if there is more information on the exact location of those serious injuries and fatalities, to see if certain intersections are more dangerous or if the crashes are more evenly spread out throughout the area.
 - Damian responded that in his experience, people tend to speed up in this segment. People trying to cross to get to the transit stops have a lot of trouble crossing there with the high speeds, and crashes could be more likely. It is dark and hard to see pedestrians.
- Anthony asked if a death in a bike crash gets counted twice.
- Steve suggested creating a parallel route to TV Highway on the old highway.
 - Scott noted that the TAC discussed improving parallel routes to get bicyclists to ride on those rather than on TV Highway. This could be done instead of making improvements on TV Highway for bicyclists.
 - Damian suggested figuring out what the major destinations are for bicycle trips. The project team could then decide on parallel bike-routes to get to those destinations. There also needs to be some bike-safe North-South connection to reach the destination on the highway or to cross it. There may also be opportunities to create trail-type connections.
- Hal Ballard commented that his main concern is access on TV Highway. He does not want to have to go out of his way to reach businesses whether he is on a bike or in a car. He feels that parallel routes are not realistic for the 2035 time frame. The County does not want to consider alternative routes being bicycle boulevards, because it is not in the TSP. TV Highway is in the TSP now, so we should focus here.
 - Jeannine responded that she will check on the Washington County TSP to see what it says about alternative routes and bicycle boulevards.
 - Scott added that Washington County is starting to update their TSP soon.

Committee Input on Segment B

- Damian commented that the transit stop in front of Harvey Marine seems very unsafe. There is not a lot of room between people waiting and the road. There is a lot of housing behind the stop which might be using the stop.
- Steve commented that the transit stop at 204th Ave is off the road a little bit.
- Damian commented that in areas of high-concentration housing, transit users who ride their bikes to the bus stop have no reasonable place to lock their bikes. Currently, transit riders often lock their bikes to chain-link fences at some bus stops, which is insecure. Adding safe places to lock bikes near bus stops might increase transit ridership.
- Sergio Cortez commented that lots of students at Aloha High School use TriMet to get to school. Lots of students talk about problems with riding the bus, especially about getting to

school on time. He thinks there need to be more frequent trips. Most students just take one bus with no transfer, and make short trips. He added that the school bus does not serve all areas.

- Another Aloha High School student added that he takes TriMet to school, and that the bus is not frequent enough. Century Blvd is the stop for students.
- Anthony asked if TriMet could add another #57 bus for students. Hal responded that this would depend on whether there are enough users to justify adding more bus frequency.
- Damian added that bus #57 comes every 17 minutes, and slightly more frequent in peak hours.

Committee Input on Segment C

- Scott noted that staff has already received a lot of input from community members on this segment.
- Keith commented that the intersection at 209th Ave has been a disaster for 30 years. There are always traffic backups during morning and afternoon rush-hours, up to Farmington Rd. Cars can't cross because there is no left hand turn lane.
 - Kristine added that there is a school on north side of the intersection.

Other comments

- Steve requested to see the list of public comments from the open house that people made on the maps.
 - Stacy will email those specific comments to the committee. Scott added that most public comments were on Segment C. Nate added that public comments confirmed what staff had originally identified as needs and constraints.

Stacy asked members to look at the segment maps again and send comments to staff by December 7th.

Next Steps and Adjourn

The next meeting will be in January sometime after the Policy Group meeting on the 13th (exact date TBD).