



Technical Advisory Committee Meeting# 2 Meeting Summary

November 28, 2011

2:00 p.m. – 4:00 p.m.

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

Committee Members Present

Hal Bergsma, Tualatin Hills Parks & Rec. Dist.
Marah Danielson, ODOT
Anne Debbaut, DLCDC
Swede Hays, ODOT Rail
Heather McCarey, Westside Transp. Alliance
Margaret Middleton, City of Beaverton
Josh Naramore, Metro
Don Odermott, City of Hillsboro

Kathleen O’Leary, Wash. Co.
Shelley Oylear, Wash. Co.
Cassandra Ulven, Tualatin Valley Fire & Rescue
Julie Webber, Wash. Co.
Aisha Willits, Wash. Co. (also on PMT)

Committee Members Absent

Jessica Engelmann, TriMet

Staff and Project Team

Geneva Hooten, 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
Nate Scott, ODOT PM and PMT member

Other Attendees

Jeff Bachrach, Newland Real Estate Group
Chris Brenner, Kittelson & Associates
Jabra Khasho, City of Beaverton

Action Items for Project Team:

- Send TAC a link to Existing Conditions Report when it is available.
- Revise Evaluation Framework and distribute to the TAC at least one week prior to their next meeting (date TBD).
- Set a date for the third TAC meeting (tentatively the week of Dec. 19th – TAC Members set date for Dec. 20th 9:00am-12:00pm).

“Homework” for Committee Members

- Send comments on goals and objectives to staff (*TVCP Evaluation Framework* handout) by Thursday, December 8th.
- Send comments to staff about the *Arterial v. Throughway Issues Paper* by December 2nd.

Welcome and Agenda Overview

Scott welcomed everyone to the meeting and reviewed the agenda. Scott requested that the TAC provide input to set the stage for potential direction by the Policy Group at their meeting scheduled for January 13th. General updates are as follows:

- An updated *Project Workplan* and roster were provided.
- Scott noted an overlap of the Existing Conditions Memorandum (the final Existing Conditions Report will be available on the website the week of December 5) and the Needs, Constraints, Opportunities summary that will be shaped by the TAC and CAC and other public input.
- Two meetings remain for the TAC, and the PMT will work with the TAC to schedule future meetings. The current workplan shows the next TAC and CAC meetings to occur in mid-late January.

Review of Public Input

Review of Open House Summary

Nate 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.

- The Open House Summary document provides a list of the main themes that emerged from the open houses (such as operations, connectivity, and safety). JLA will provide a more complete analysis of the public involvement's comments.
- A public survey closed on November 27 and a report should be ready soon.
- Marah brought the group's attention to bullet number 6 of the report (Improving visual appearance and strengthening community pride).
- Scott reiterated that the comments received from the public will help create the Needs, Constraints, Opportunities memorandum.

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.

Committee Discussion

The committee did not have any questions or comments about summary.

TV Highway Design and Function

Jeannine then reviewed the *Arterial v. Throughway Issues Paper*. This issue paper includes the goals as envisioned in Oregon's, Washington County's, Beaverton's, and Hillsboro's transportation plans.

The biggest question is: what should TV Highway be? An arterial or a throughway? The summary of the state and regional plans will drive the answer to that question.

Jeannine noted that TV Highway is unique in that its traffic volume straddles the classification of throughway and arterial. She noted 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. The classification and land usage of TV Hwy highway is in the future will drive the solutions package today.

Jeannine referenced a helpful graph from Washington County's Transportation System Plan that weighs access, capacity and other factors. This graph will be included in future drafts of the Issue Paper.

Committee Discussion

Scott asked the TAC to provide input to the Policy Group concerning the classification of TV Hwy (arterial vs. throughway). A summary of TAC discussion follows:

- Don sees TV Hwy as an arterial and noted that the problem is at the intersections. He thinks that urban interchanges can be done well with limited need to acquire right-of-way (ROW) from surrounding properties.
- Josh remarked that the heart of the question about TV Hwy's function is about land use and what will best serve the planned future land uses in and around TV Hwy.
- Hal does not think the highway should be turned into a throughway. He considers a throughway to be unrealistic because adjacent businesses will fight to retain their accesses to TV Hwy. Hal suggested that the TV Hwy should be a hybrid roadway in which we do not lose sign of the idea of the corridor as a corridor. There are parallel routes (such as Alexander or Blanton) which can offer an alternative route for bicyclists.
- Margaret does not see a throughway as being in line with the expected growth in Beaverton. Beaverton's projected economic vitality is dependent on good pedestrian and transit access, and increased traffic would make this more challenging.
- Shelley noted that even if TV Hwy is designated as an arterial, grade separated crossings should not be precluded. She argued that grade separation separates modal types of travel which then gives the Rail section its own ROW and does not interrupt bikes, etc. She wants to consider the overall functionality of the corridor.
- Several TAC members raised concerned about pedestrian safety in accessing transit and concern about increasing the number of lanes on TV Hwy if this would make conditions worse for pedestrians.
- Jeannine mentioned the potential option for a Business Access Turning (BAT) lane on the north side of the Hwy. This might help alleviate congestion while still providing access to adjacent businesses.
- Don noted that the former traffic forecast was dealing with drastically different baseline conditions.

- Jeannine and Don agreed to communicate after the meeting to clarify forecasting/modeling/baselines information as it relates to the issues paper.
- Scott talked about the tradeoffs between mobility and accessibility. For example, the TriMet bus stops along TV Hwy are generally spaced ¼ mile apart. This provides a convenient distance for pedestrians, but also impedes traffic flow with frequent stops in the right travel lane. Follow-up with TriMet is needed to discuss the most ideal transit service and facilities in relation to the TV Hwy long-term function and design.
- Julie pointed out that pullouts and sidewalks should factor into the discussion about bus stop locations.
- Kathleen emphasized that wheelchair users and parents with strollers and small kids are also the ones crossing TV Hwy. We need to broaden our thinking about pedestrians.
- Heather asked: Are we trying to move people or trying to move vehicles? She argued that the current bus stop spacing is working well because the #57 has such high ridership.
- Shelley remarked that there are tradeoffs between spacing and ridership. She is weary of spreading out the stops too far.
- Don expressed concerns with TV Hwy possibly having HCT because of a consolidation of transit stops. He thinks that proximity to transit stops, businesses, and residential communities is crucial.
- Don asked for asking for information about the bike access on parallel roads.
 - Heather noted that bike riding needs to be encouraged on parallel routes as to create frequent and deliberate connections to the Hwy. She argued that people ride their bikes on the highway for mobility, not scenery.
- Shelley noted that there are cyclists riding short distances within the corridor and those that ride longer distances.
 - Aisha noted that there are also different types of cyclists -- some who are more comfortable riding in traffic and others who are not.
- Hal said that cyclists riding on the south side of the highway might prefer it to the north side because there are no driveways or other interferences due to the railroad tracks.
- Swede would like to eliminate grade crossings to the maximum extent. He is worried that by having frequent transit stops leads to many opportunities for pedestrians to cross the tracks lots of transit stops is the issue that there are that many times to cross the tracks (unsafely). ODOT Rail advocates for a consolidation of crossings and grade separated crossings of the RR and TV Hwy.
- Swede stated that ODOT Rail is reluctant to see an increase in any at-grade crossings. He would like to see creative grade separated track crossings.
- Julie asked if these separated crossings might be cost prohibitive.
- Don noted that people do not usually like to use the overpasses.

TVCP Evaluation Framework

Scott directed members to the *TVCP Evaluation Framework* handout in the meeting packet, which lists the project goals and objectives. This framework includes goal, objectives, and measures that are used to help develop and select the multimodal solution package for the TVCP. Guidance from

the TAC will apply the framework for the Policy Group to make their decisions. Nate emphasized the importance of forming this document into a useful tool.

Committee Discussion

- Heather proposed goal 3 (“to enhance safety for all users and modes along and across TV Hwy) to include mobility as to not disregard the importance of having an efficient corridor.
- Nate clarified objective 1.D. about maintaining a “hole in the air” throughout the corridor. This idea is that the specific dimensions of freight traffic (i.e., oversize loads) that are able to travel along TV Hwy today should be able to travel it in the future.
- Don asked for clarification about objective 1.C (reducing vehicular and transit travel time between Hillsboro and Beaverton). He wanted to know if this is measured by comparing travel times.
 - Scott clarified that this will be measured by comparing travel times.
- Josh encouraged the group to focus this meeting on goals and objectives, not measures. He suggested that Metro’s RTP measures be used once the objectives have been settled upon.
- Swede related objective 3.A (increasing community awareness of safety issues and safe travel behavior in TVCP Project Area) to rail trespassing. This objective can be reached through education and “trespass prevention” including grade-separated rail crossings.
- Swede stated that his goal is to completely reduce the at-grade rail crossings. He proposed a modification to objective 3.G to read “Reduce the number of grade crossings.”
- Don suggested that goal 2 include connectivity to include cars and freight so that the goal is to enhance connectivity to key destinations within the TVCP Project Area for pedestrians, bicyclists, transit users, drivers, and freight.
- Shelley suggested that objectives for bicycle and transit mobility (objectives 1.C) be added to show more equity between modes.
- Aisha prompted the group to look at addressing intersection issues specifically within goal 3 (Enhancing safety for all users and modes along and across TV Hwy).
- Josh argued that the objectives within goal 3 should be clarified to differentiate between fatal/incapacitating crashes and property damage-only crashes. The focus should be on reducing severe (fatal and incapacitating crashes) crashes.
- Marah expressed her interest in changing goal 5 to encompass the quality of environment for bicycles and pedestrians. The group concluded that this should be aligned with objective 1.
- Aisha proposed modifications to the objectives within goal 4 (strengthen and support economic vitality and well-being). She suggested that an objective addressing access to jobs and businesses be added.
- Don asked where the technical solutions are within this framework. He suggested that ITS solutions and user awareness through technology should be included. The group concurred.

Next Steps and Adjourn

The next TAC meeting will be the week of December 19th (exact date TBD). Further TAC discussion and approval of the evaluation framework is the primary topic.

Josh requested at least a week for review of the meeting materials. The group agreed that this would be acceptable and would offer them more time to review and provide useful comments.