



## Technical Advisory Committee Meeting No. 4 **DRAFT Meeting Summary**

November 8, 2012

1:30 p.m. – 3:30 p.m.

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

### **Committee Members Present**

Bill Holmstrom, DLCD  
Kelly Jurman (for Kathleen O’Leary),  
Washington County Public Health  
Josh Naramore, Metro  
Heather McCarey, Westside Transp. Alliance  
Margaret Middleton, City of Beaverton  
Tom Mills, TriMet  
Josh Naramore, Metro  
Shelley Oylear, Washington County  
Nate Scott, ODOT  
Cassandra Ulven, Tualatin Valley Fire & Rescue

### **Committee Members Absent**

Swede Hays, ODOT Rail  
Julie Webber, Washington County Disability,  
Aging & Veteran Services

### **Other Attendees**

Jabra Khasho, City of Beaverton  
Laura Kelly, City of Beaverton (Senior Staff)  
Rob McCracken, City of Beaverton

### **Project Management Team and Staff**

Geneva Hooten, David Evans and Associates, Inc. (Consultant Planner)  
Andy Johnson, ODOT PM and PMT Member  
Scott Harmon, David Evans and Associates, Inc. (Consultant Traffic Lead)  
Scott Richman, David Evans and Associates, Inc. (Consultant PM)  
Jeannine Rustad, City of Hillsboro PM and PMT member  
Steve Szigethy, Washington County PM and PMT Member

### **Action Items for Project Team**

- Steve and Shelley will submit additional proposed performance measures to the PMT.
- The BPA trail line will be added to the Segment B map as a proposed long-term project.
- The PMT will incorporate planning-level cost estimates, responsibilities by jurisdictions, and proposed prioritizations for near-term actions that will be added to the final TVCP.

### **Requested Actions for Committee Members (by Monday, November 26)**

- For your jurisdiction please prioritize projects by safety, mobility, and connectivity.
- Assign lead- and secondary-agency responsibility.
- Send any additional questions and/or comments on the draft TVCP to the PMT.

## **Welcome and Agenda Overview**

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Scott welcomed the group to the fourth and final Technical Advisory Committee (TAC) meeting and thanked everyone for their participation through this plan development. While the Project Management Team (PMT) continues to refine the TVCP, they welcome input from the TAC

throughout completion of the plan. Additionally, members of the PMT will attend upcoming city and Metro council, and County Board of Commissioners work sessions and are available to meet with individual agencies prior to the final Policy Group (PG) meeting (tentatively scheduled for the end of January).

The purpose of today's meeting is to provide clarification and seek feedback on the Draft TVCP and to review what major actions and/or edits are needed before the PG adopts the Final TVCP early next year. In addition to today's *Agenda*, the *Draft TVCP*, *TAC Meeting No. 3 Summary*, and an updated *Work Plan* are available to TAC members via Basecamp.

## **Project Updates**

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### **South Hillsboro Update**

Jeannine provided a project update for the South Hillsboro Comprehensive Plan (SoHi Plan) which was adopted at the end of September. The upcoming focus area plan will address transportation improvement needs to address the SoHi Plan, and this effort should help guide the decision about whether they need alternative mobility targets adopted. The City is also considering application of a Multi-Modal Mixed-Use Area (MMA) to complete by the end of summer 2013.

- There is currently a Request for Proposals (RFP) out to seek firms to create a master plan of the area. Jeannine would like for the planning of the Cornelius Pass Road extension to be farther along which will help with local development. The City is likely to close the 229<sup>th</sup> at-grade crossing of the railroad track directly south of TV Hwy to mitigate for a new surface crossing of the track at Cornelius Pass Road.
- The next steps for their project are to translate the comprehensive plan into zoning changes and for Jeannine to collaborate with the County, City, and the DLCDD to ensure that the Transportation Planning Rule is followed.
- Scott mentioned that the future year (2035) travel demand modeling completed to inform the TVCP incorporated travel impacts expected through the completion of the full UGB expansion, including SoHi.

### **Aloha-Reedville Update**

Steve provided an update on the Aloha-Reedville Study and Livability Plan (A-R Plan). Having completed the first phase in May and steadily working through the second phase, they are currently at about the halfway point in the study. The second phase includes the development of draft solutions to address transportation, housing, and economic development needs.

- The A-R Plan open house and community workshop was completed in mid October. The workshop was particularly well attended with about 50 people contributing and about 100 people participating on a more informal level. Steve and his team received great input that was overwhelmingly transportation focused.

- The project team is working to process this information which will inform their draft alternatives (to be complete in March 2013). They are also looking at a series of performance measures to use in the last phase of the plan.
- Steve explained that the TVCP is a location-specific plan while the A-R Plan is more general. Margaret asked how will the more specifics be integrated?
- Jeannine replied that the recommendations from the TVCP will inform what is planned for the A-R project.
- Thus far, everything Steve has heard regarding improvements for TV Hwy within the A-R plan are consistent with the Draft TVCP.

## **TVCP Project Update and Overview**

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Andy provided a project update, including the modeling process and solutions refinement that the consultant team worked on since the last TAC meeting. The PMT is ready to do what is needed for the state and local jurisdictions to adopt the TVCP recommendations into their local plans. The PMT hopes to seek alignment between the recommended actions and what is expected from stakeholder agencies. The goal was to develop a succinct document, though the final TVCP will include more information (such as Needs, Opportunities, and Constraints Report and modeling reports) as a background document. ODOT's primary interest was to create a list of projects in the Draft TVCP that can reasonably be implemented in the next fifteen years.

## **Draft TVCP**

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Andy introduced the Draft TVCP which is to address today's safety and mobility problems without an enormous amount of investment. The near-term projects are based on TAC, CAC, senior staff, PG, and public input. These were chosen to address the TVCP goals and objectives, particularly those of safety, mobility, and connectivity. The near term improvements are focused on active transportation (such as completing the bike lanes and sidewalks on TV Hwy, adding way finding signage, and improving bike and pedestrian crossings of TV Hwy) and improving safety for all modes of travel. Adding street lighting, community rail safety education, and minor intersection improvements will make travel significantly safer in the TVCP. Another near-term recommendation is to install technology to track vehicle queue lengths in order to begin adaptive management.

The opportunistic category is purposefully more general as to cover the sorts of opportunities that may present themselves through interjurisdictional partnerships and through development applications and approvals. In addition to ODOT's fix-it funding and other small funding sources, there are also opportunities to make meaningful changes for local access and connectivity as redevelopment occurs.

- Cassandra asked whether a condition of development will be to change the ingress/egress from TV Hwy.
- Steve explained that their existing code is fairly strong on limiting access along arterials and requiring connectivity within new development.

- Heather asked about signal timing and if the plan includes any improvements for pedestrian signaling? What about full signals (rather than pedestrian-actuated), especially in areas with high transit ridership? TriMet ridership can be used as a proxy for that.
  - Jabra noted that there are tradeoffs between motor vehicle and pedestrian needs.
- Steve asked why Business Access Turn (BAT) lanes were not listed in the document, even as an alternative to study.
  - Scott explained that the PMT recommends conducting study to look at High Capacity Transit in the corridor, that could include BAT lane or lanes associated with a longer term transit project.
  - Tom explained that TriMet foresees Bus Rapid Transit (BRT) being the best option for TV Hwy. He sees the transit throughout the corridor will be “improved up” via an express bus option and then capital improvements to intersections and stops.
- Steve asked about the BPA trail line that should be shown roughly a quarter mile east of Cornelius Pass Rd in segment B. This should be added as a long-term project.

### **Longer-Term Projects**

- Scott segued into a discussion of longer-term projects. The PMT has agreed that adaptive management strategy will help align the corridor’s needs with what funding becomes available in the future. So while some of these improvements are tricky to model (such as bike lanes and sidewalks) we need to focus on what’s urgently needed. We will likely need a new baseyear to compare to the 2010 model to see changes in mobility and VMTs. For example, to monitor performance of TV Hwy and connecting arterials with a smarter signal system along TV Hwy, are these longer-term higher cost projects still needed?
- Margaret sought clarification on the longer-term projects. Is it just a 2035 forecast year?
  - Jeannine responded that for South Hillsboro they completed a model run that included the Urban Reserve.
- Scott explained that the High Capacity Transit (HCT) study will build the foundation for longer-term improvements, though the substance of this plan is the near-term actions.
- Josh questioned why the grade-separated crossings are still listed in Tables 4 and 5. He asked the PMT why these are still included in the plan.
  - Jeannine responded that the City still wants to have an option to consider long-term north-south mobility. They are unwilling to preclude grade-separated crossings.
  - Josh explained that grade-separated crossings are not part of the vision of the corridor, nor does it meet the objectives of what was laid out. Yes, there are intersections with huge problems but it is better to not predicate solutions.
  - Steve explained that Washington County is unwilling to take grade-separated crossings off the table. He and Andy Back are interested in exploring context sensitive designs.
- Scott clarified that the TVCP’s recommendations need to be compatible with what Washington County and the City of Hillsboro are doing for their TSP updates. The TVCP is not intended to restrict local jurisdictions in the long-term.
- Tom is worried that any near-term improvements would be precluded because the longer-term grade-separated improvements are listed.

- Andy clarified that the plan is to complete all of the near-term improvements before moving toward the longer-term ones.
- Josh encouraged the PMT to better package the TVCP to explain that near-term projects need to be exhausted first.

### **Prioritization**

- Josh acknowledged that the Draft TVCP is a good step forward, though he would like to the projects re-framed such that the projects are better-tied to the TVCP goals and objectives. Josh emphasized the need to prioritize projects within each of the time horizons (near term, opportunistic, longer term) in order to make the plan more-easily implementable.
- Shelley and Josh would like to see cost estimates added to each of these projects. It is also unclear as to who will be taking the lead on each of these actions. We need to assign responsibility and ownership.
- Tom agreed that we need partner agencies assigned to each of these projects. We also need to remind agencies how much work has been put into this project. Every time there is a new STIP or other list of fundable project, we need to be pushing the projects recommended in the TVCP. The key to the success of this corridor will be communication.
- Scott asked for the TAC to help the PMT prioritize the projects that fall within each of their individual jurisdictions and to assign a lead- and secondary-agency responsibility to projects, understanding that these will likely be multi-jurisdictional projects.
  - Geneva suggested that agencies prioritize projects by the three main goals of safety, mobility, and connectivity.
- The PMT requests that all comments be sent by Monday, November 26. The consultant team will compile your comments prior to presenting them to the CAC.

### **Corridor Performance Measures**

- Scott and Andy explained that through multiple conversations, the PMT has reached agreement that no new mobility standard for TV Hwy will be recommended as part of the TVCP. This is primarily because the PMT does not believe that sufficient information about the transportation system performance is available to make an informed policy decision (such as the correct duration of congestion).
- Bill pointed out that there are already very high v/c ratios for the roadways, so raising them more does not make much sense. If the local jurisdictions decide to go forward with MMAs then it will be a land use (not transportation) designation.
- Jeannine mentioned that they are seeking high density in SoHi so a MMA is their initial preference.
- Bill mentioned that green field MMAs are difficult to pass because you need the facilities there already. Jeannine explained that the City of Hillsboro is planning to start conversations to begin the process.
- Regarding the measurement of mobility targets, Shelley asked about the maintenance of bike lanes (such as street sweeping). She suggested that bike ridership be used to measure performance because the proposed targets are too auto-oriented. She reminded the group that what proves performance of a system for bikes and pedestrians can't be counted as easily as it can be for motor vehicles. It is hard to quantify connectivity and perceived safety, for instance.

- Steve has developed a number of performance measures as part of the A-R Plan. He and Shelley will submit theirs to the PMT.
  - Josh asked for a better explanation of what the data-monitoring will inform. He also explained that a LOS-based decision process has not created a place where we want to live. Instead of focusing on just congestion, we need to look at travel time reliability.
  - Jabra emphasized travel time reliability as a measure to use. Alternative performance measures may encourage more congestion.
  - Josh stated that we need a mobility standard that does not only focus on motor vehicles and traffic congestion.
  - Bill noted that standards need to fit what we're willing to live with.
- Scott acknowledged that there are inherent conflicts with the goals and objectives, and this plan is in part about assessing and living with tradeoffs.

### **TVCP Implementation; Code, TSP, and RTP Amendments**

Once the TVCP has been finalized by the PG, the Oregon Transportation Commission may need to approve the facility plan component of the document, and recommended changes will need to be incorporated into the RTP, local TSPs, and possibly revisions to development codes.

- Josh explained that there is a small batch of RTP amendments after the first of the year (2013) and another RTP re-evaluation in 2014. The amendments for any projects recommended as part of the TVCP can be part of the 2013 batch.
- Andy asked for the group to evaluate on what changes would need to be made to the RTP. Please let the PMT know of any inconsistencies with your regional TSPs.

### **Next Steps and Adjourn**

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Please remember to send any questions and/or comments to the PMT by Monday, November 26.

- The PMT will schedule work sessions with local jurisdictions.
- The next Community Advisory Committee (CAC) meeting will be held on Wednesday, November 28. Input from both the TAC and CAC on the Draft TVCP will be provided to the PG at their next meeting.
- The project will be completed by February 2013, following the final PG meeting in late January.