



TV HIGHWAY CORRIDOR PLAN

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Community Advisory Committee Meeting #4

DRAFT Meeting Summary

November 28, 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

Staff and Project Team

Lili Boicourt, ODOT
Scott Harmon, David Evans and Associates, Inc.
Todd Juhaz, ODOT
Don Odermott, City of Hillsboro
Scott Richman, David Evans and Associates, Inc.
Nate Scott, ODOT
Steve Szigethy, Washington County
Stacy Thomas, JLA Public Involvement
Jessica Pickul, JLA Public Involvement

Committee Members Absent

Kimberly Turner
Richard Van Beveren
Kevin Hohnbaum
Clayton Kangiser
Keith Peal
Dave Queener
Paul Roder
Sergio Cortez
Debra Dunn

Public Present

Bonnie Becraft
Mike Dahlstrom
Dan Erpenbach
Brian Ottaway
Jim Ourade
Eric Squires
Donna Terletsky

Action Items for Project Team:

- Update draft TVCP language.
- Update missing page numbers.
- Update project numbers in tables and on maps.

Action Item for Committee Members:

- Provide feedback on the draft TVCP by December 6, 2012.

Welcome and Agenda Overview

Stacy Thomas, JLA Public Involvement, welcomed the Community Advisory Committee (CAC) to the fourth and final meeting. Stacy reviewed the agenda, and emphasized that the main goal of the meeting was to review highlights of the draft TVCP and to discuss questions, concerns, and overall thoughts on the elements included in the plan.

TVCP and Related Project Updates

- A draft TVCP was reviewed by the TAC on November 8th. Scott Richman encouraged the CAC to provide comments and feedback on the draft TVCP. A finalized plan will be prepared for the PG group meeting, to be held at the end of January 2013. Scott reminded the group that the final corridor plan will be incorporated by amendment into the Regional Transportation Plan.
- Don Odermott updated the committee on the South Hillsboro plan. Since the last meeting, South Hillsboro has adopted a comprehensive plan. The City of Hillsboro is also about to begin development of the South Hillsboro Master Plan, which focuses on equitable land use, road alignments, and shared infrastructure.
- Steve Szigethy provided an update on the Aloha-Reedville Study and Livable Community Plan. The project is currently in the middle phase of the study. Last October, several community events were held, including a workshop which asked participants to review potential solutions and chart them on a project-area map. The study has also been actively working with CIO and Centro Cultural to engage members the community who speak languages other than English. The next public event will be held in late February or early March of 2013.
- The TVCP is coordinating with the Aloha-Reedville Study and South Hillsboro Plan to ensure that project findings and decisions are consistent, including traffic and demand analysis.

Review of Draft TVCP

The draft TVCP identifies transportation improvement solutions that are primarily focused on near-term (within the next 15 years) opportunities. Scott explained that near-term solutions were identified through community feedback and the likelihood of committed funding and financing. Longer-term (beyond next 15 years) and opportunistic solutions focus on long term capacity and are recommended to be carried out as financing is available.

The TVCP team recognize that there are a lot of needs in the corridor, from both a policy and infrastructure level. While traffic management within the corridor is an area that needs improving, it is not an area that the TVCP focuses on. Scott reminded committee members that the Policy Groups' decision to maintain TV Highway as an arterial (with two through lanes in each direction), led the TVCP to focus on safer pedestrian and bike routes, improve existing transit options, consider local business needs, and work within the current land use.

Solution examples included the TVCP are meant to demonstrate possible tools for the solution and are not necessarily what is specifically being proposed, especially with the long-term solutions that are for consideration beyond the TVCP.

The final TVCP will include the existing conditions; Needs, Opportunities, and Constraints, and corridor area forecasting.

Near-term Solutions Comments

Scott provided some highlights of the near-term solutions and asked the committee for their feedback. The following are committee comments, grouped by solution topic.

Multi-use paths along TV Highway

- Hal Ballard asked the team why the multi-use path on the south side of TV Highway is a near-term solution if the railroad does not appear collaborate on these types of projects. Scott responded that we need to be clearer in the description of that solution in the draft TVCP that the near-term recommendation is to initiate more detailed study and project development of a parallel multi-use path, but not construction in the near-term. There is a lot a support to have a shared path for bikes and pedestrians that is separate from the highway.
- Scott noted that it would likely require more study and that it is important to figure out how to get people safely across the highway to businesses.

Landscaped Buffer

- Steve L.said that adding trees to the middle of the road could affect visibility and may impact safety for pedestrians and cyclists. Several members of the committee added that trees hide pedestrians and cyclists from a driver's vision.
- Hal added that the language for the landscaped buffer strip needs to clarify that the bike lane would be on street.
- Staff members added that thoughtful landscaping which considers height and foliage could make a landscaped buffers safer.

Bike lanes and facilities on TV Highway

- Damien Miller commented that there should be adequate bike lanes on the highway, but even with new lanes, not everyone will feel comfortable riding their bike on TV Highway. He sees value in a path option located outside of the highway.
- Todd Juhaz suggested that if the railroad is not interested working with us, we should look at locating bike lanes on the south side of TV Highway.
- Don said that we should look at adding a bike lane on the north side of the highway since we have the ability to get some right-of-way requests passed incrementally.
- Don also added that Intel would consider having a bike facility on their campus. Anthony Mills responded by explaining that riders would be fine with a bike facility at Intel up to Brookwood. After Brookwood, riders would have a difficult time crossing 185th.
- Steve L. commented that he thinks that the City of Hillsboro's population estimates for South Hillsboro have been rounded down and that the traffic impacts have been down played.. Don responded that the City of Hillsboro has done a lot with the modeling tool, and are providing numbers that they are accountable to. Steve L. recalled that the study's modeling shows congestion that it is not being addressed with the TVCP. He added that there are a lot of things that add up to Aloha getting a lower level of service and we should plan according to who is really going to live here in the future. Scott responded by agreeing with Steve's point that the

TVCP does not do much to reduce traffic and congestion, however there are some things that improved signals can do to improve intersections.

North-South Routes

- Don explained to the group that one of the things the City of Hillsboro has been looking at is the extreme congestion on the north-south routes. They are studying whether improvements to these routes will also eventually lighten congestion on the east-west routes.

Transit

- Damien shared that he is encouraged to see transit solutions in the near-term category.

Pedestrian Crossings

- Kat Iverson identified that some of the crossings that are listed in the TVCP are not at intersections. Scott explained that some of the crossings are listed because they are within business districts or where bus stops are located.
- Todd added that according to state law, motorists are supposed to stop for pedestrians, but at high speeds this doesn't happen, which is why we are looking at ways to stop traffic so that cyclists and pedestrians have a safe way to cross.

Bike Crossings and lanes

- Hal and Kat disagreed with the idea that cars should stop for cyclists. As a cyclist, Hal rides with traffic and feels that cyclists can wait for cars at intersections and crossings with a signal. Damien responded that crossing without a signal is not comfortable or safe for everyone. For example, many people are not comfortable merging to the center turn lane on a bike in order to turn.
- Hal argued that bike lanes can be dangerous for cyclists if they assume they are protected from cars. Right-hook accidents with cyclists and vehicles happen and should be considered with the TVCP. It was brought up that bike boxes and other striping and signing used in Portland may not work everywhere - they may not work in Washington County.
- The committee had a lot of discussion about the pros and cons of bike crossings and lanes. Universally, everyone agreed that the corridor needs solutions to improve safety for all modes: cyclists, pedestrians, and cars; however, not everyone agreed on one solution type.

Lane expansions

- Steve L. suggested that increasing the number of lanes on Kinnaman and 198th become near-term solutions. Even with 3 lanes, there will likely be the need to expand the number of lanes to five shortly after the improvement, due to the high level of commuter traffic.
- It was also discussed that 209th should be expanded to 5 lanes. Don added that the South Hillsboro Focus Area Plan is also illustrating this need.

Additional Comments

- Kristine Kennedy added that trucks are not listed in the plan, yet they are not going away. She questioned whether there will be room for all the solutions on the highway. Scott responded that there may need to be some setbacks in order to accommodate all of the needed solutions.
- Anthony suggested considering whether "Immediate" should be a timing option for TVCP solutions.

Long-term Solutions

Scott introduced the long-term solutions. The question still remains as to how specific the TVCP should get. Currently, the long-term solutions explore tools to be considered and are less specific than the short-term solutions.

Comments

- One member of the committee said they've seen instances where BAT lanes work and where they don't, and therefore, don't think they are a good long term solution for transit in the study area
- Jeff Bachrach said that more green light time for north-south roads would be nice. Staff responded that ODOT would have to look at this. Currently ODOT wants to keep the signal timing as-is because TV Highway is part of the regional network.

Public Comment

Jim Ourade commented that he commutes from Hillsboro everyday and appreciates the smart signals on Evergreen. It is not uncommon for him to travel through the intersections and not have to stop. Jim thinks that these would be good for TV Highway.

Jim also asked the committee to consider that widening TV Highway could be really bad for Aloha and the business community.

Eric Squires asked the committee to consider right-of-way acquisition for the corridor, while the opportunity exists. He also commented that capacity improvements should be considered in the near-term.

Next Steps

Scott walked the committee through the next steps. He reminded the group that there are several plans that are being updated, including the Facility Plan, which will be considered and coordinated with the TVCP.

In the short term, Scott explained that the team will finish the TVCP for PG review in late January. The team is working on project level funding now, which will be sent to the CAC by mid-January 2013. The plan and the financing/funding (Task 5) will be focused on the near-term.

Closing and Adourn

Stacy thanked the group for their feedback. If the committee has anything else to add, the CAC is to send their feedback to the project team by December 6th, if possible.

Stacy closed the meeting by thanking the committee for their participation with the project. The team really values the work that was put in by the committee.