

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: **Tualatin Valley Highway Steering Committee meeting**

Date/time: Thursday, November 10, 2022 | 4:00 p.m. to 6:00 p.m.

Place: Virtual webinar meeting held via Zoom

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## **Members, Alternates Attending**

Councilor Juan Carlos Gonzalez, Co-chair  
Councilor Gerritt Rosenthal, Co-chair  
Councilor Ashley Hartmeier-Prigg  
Commissioner Nafisa Fai  
Commissioner Jerry Willey  
Mayor Jeffrey Dalin  
Councilor Rick Van Beveren  
Rian Windsheimer  
JC Vanatta  
Ernesto Oliva  
Maria Dolores Torres  
Nansi Lopez  
Karmen Chavez-Sam

## **Affiliate**

Metro  
Metro  
City of Beaverton  
Washington County  
Washington County  
City of Cornelius  
City of Hillsboro  
ODOT  
TriMet  
Unite Oregon  
Adelante Mujeres  
Centro Cultural  
APANO

## **Panelists Attending**

Jess Zdeb  
Malu Wilkinson  
Yuliya Lee  
Michaela Skiles  
Jonathan Plowman  
Jamie Snook  
Jesse Stemmler  
David Aulwes

## **Affiliate**

Metro  
Metro  
Metro  
Metro  
TriMet  
TriMet  
TriMet  
TriMet

## **Welcome and introductions** (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Councilor Gonzalez called meeting to order at 4:01 p.m. and welcomed the attendees to the meeting. Jess Zdeb, Metro, gave a brief overview of the Zoom webinar logistics. The committee members proceeded to introduce themselves and shared their favorite dish for Thanksgiving.

Councilor Gonzalez reported to the committee that there was one fatality in TV Highway corridor since last steering committee meeting and reminded everyone of the importance of this project's work. He asked the committee for approval of the meeting summary from October 13, 2022. With all in favor, the meeting summaries were accepted unanimously.

Ernesto Oliva, Unite Oregon, shared his takeaways from the TV Highway community workshop event that took place on October 29, 2022. Mayor Jeffrey Dalin, City of Cornelius, inquired how many workshop participants were current public transit users. Ernesto Oliva responded that it was a mixed group of commuters and public transit riders. He noted that accessibility was one of the most prominent topics brought up during the workshop discussion. Mayor Jeffrey Dalin commented on the importance of getting feedback from those who commute, to better understand what would it take for them to change from using personal vehicle to using public transit.

Councilor Juan Carlos Gonzalez gave a brief overview of the agenda and upcoming presentations.

**Presentation: Corridor characteristics memo update, pt. 2** (Jess Zdeb, Metro)

Jessica Zdeb, Metro, started presentation with introduction of where do TV Highway residents work within the TV Highway corridor, and noted the differences between West and East Side Study areas, and Low/Mid Wage group versus Upper Wage group. She continued with an overview of other characteristics which included transportation modes, mode share comparison, vehicle access, roadway safety, youth and older adults groups comparison, and housing cost burden breakdown in various regions of the corridor.

Mayor Jeffrey Dalin inquired about data, showing how many individuals with zero cars are those who are residing in assisted living facilities or no longer able to drive due to their age. Jess Zdeb responded that census data that was used does not reflect it. Mayor Dalin asked to clarify the details concerning commute time from Cornelius on one of the maps during the presentation. Jess responded that visual representation of that statistic can be improved and explored further.

Nansi Lopez, Centro Cultural, thanked Jess Zdeb for acknowledging that current data might not reflect the entire picture of the study area, noting that many community members in the area do not have experience connecting to the system outside of their own community. She emphasized the importance of making connection to those populations and getting them involved in the process of decision-making.

Commissioner Nafisa Fai, Washington County, inquired about TV Highway Technical Group takeaways and reactions from the participants of the community workshop in regards to presented data.

Jess Zdeb responded, that in addition to the available data, additional qualitative data needs to be gathered to supplement it, to reflect a better picture of the study area. Ernesto Oliva added that community workshop was more about project's introduction, however the following events can be more focused on data and community's feedback on it.

Maria Dolores Torres, Adelante Mujeres, voiced concern about high numbers of accidents and fatalities in the corridor, noted the importance of working together to improve safety. She also highlighted the need for bus stop infrastructure improvements and commented on possible barriers that community members might encounter while trying to use public transit.

Councilor Rick Van Beveren, City of Hillsboro, commented that presented data reflected his experiences in the corridor and echoed other comments on the urgency to address pedestrian safety.

**Presentation: Run time estimate: Initial results and use** (Michaela Skiles, Metro)

Michaela Skiles, Metro, started presentation and explained that planning-level run time estimate is for understanding the benefit of the project, specifically ridership estimates, and to show what design elements provide run time benefits. She noted that current calculations are based on actual run time data from 2019 and 2021, and these are not reflective of future year traffic conditions for real-world bus run times. Michaela Skiles explained run time calculation, which included:

- Consists of assumptions regarding
  - Number of stops
  - Individual stop dwell time
  - Signal priority treatments
  - Physical priority treatments
- Cumulative time savings are subtracted from base year run time

She elaborated on stops impact, explaining that stops assumptions vary along the corridor and are based on committee input and stakeholder workshops. She added that data on stops served is from 2019 and 2021, and dwell time assumed to be shorter per stop based on 60 feet buses.

The committee members inquired about number of stops in the corridor, how average dwell time was calculated, and asked to provide additional details on standard versus mean stop time deviation.

Michaela Skiles continued presentation with an overview of the signal priority impact, which included:

- Greater benefit at intersections **not near capacity**
- Greater benefit **outside downtown contexts** where signal cycles are longer

She explained physical priority impacts, which consisted of:

- Few locations in design for BAT lanes and queue jumps
- Assumed benefit is a function of length and configuration of treatment
- BAT lanes are in opportunistic locations currently

In conclusion, Michaela Skiles talked about estimated improvement ranges for westbound and eastbound directions, and differences by time of the day and by base year. She shared map of the corridor segments to show percentage of run time and average improvement in each of those segments. She noted that time estimates are being used:

- Not for communications purposes
- Validate inputs for ridership modeling
- Inform decisions about design elements

#### **Discussion** (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion question: is any clarification needed regarding the results or use of the run time analysis?

Dave Aulwes, TriMet, responded to the questions that were raised during presentation. He stated that run time estimates are based on real time data, dwell time varies from location to location and its average or mean times can be calculated later on. He stated that total of 107 stops are currently being used in the analysis work.

The committee members inquired about difference in dwell time associated with in-line and pull-out stop designs, if data on impacts from FX bus line on Division was available, would adding buffer space for in-lane bus stops help with safety in certain segments of the corridor. Dave Aulwes responded that additional analysis is needed to explore dwell time difference between pull-out and in-line bus stops and existing FX bus line impacts.

In addition, the committee members asked if one of the strategies to improve run time is to eliminate bus stops, how to improve public transit experience to increase its usage, what are the takeaways from FX bus line that can be applied to TV Highway project, and if additional details can be shared on the westbound run time benefit percentages. JC Vanatta, TriMet, responded about FX bus line, stating that after the initial learning effort, fixed mechanical components, and additional bus driver experience, all those improvements will contribute to improved run times.

**Presentation: Basis of Design, part 2: Design treatment application** (Jesse Stemler, TriMet, Dave Aulwes, TriMet)

Dave Aulwes started presentation with introduction of Jesse Stemler, TriMet, to give an overview of run times and design improvements at the early concept draft stage. Jesse Stemler continued by sharing different design tools that are being tried to create improvements in the corridor, which included:

- Speed management-Chicane (example: Market Centre, Aloha – Segment 5)
- Pedestrian crossings improvements (example: Ped Signal & Refuge Island, Forest Grove – Segment 10)

He elaborated on various bus stop designs, such as Pedestrian Bypass, Pedestrian Pass Through, Pedestrian Island, and Shared Bicycle & Pedestrian. Jesse Stemler explained that working together with Oregon Department of Transportation (ODOT), Shared Bicycle & Pedestrian design bus stop station was placed to be studied and evaluated to collect data on its performance, concerns and considerations.

He concluded presentation with an overview of constraints and considerations for various station placements.

**Discussion** (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion question: do you have initial reactions to the design tradeoffs presented?

Ryan Windsheimer, ODOT, urged the committee and project staff to engage freight partners in project's work before getting too far ahead. He also commented on the challenges and solutions to the crosswalk placement at the intersections.

Nansi Lopez commented on the importance of involving community and stakeholders in the process of planning and developing. She cautioned against impact on the community without its involvement and feedback in the design process.

Maria Dolores Torres voiced concerns about challenges on one of the intersections that was being used as an example of possible bus stop designs. Dave Aulwes and Jesse Stemler responded that further

research and involvement with community and partners will guide decisions on the most appropriate improvement and design for the specific locations, considering safety as one of the top priorities.

Councilor Rick Van Beveren, City of Hillsboro, inquired about how design for in-line and pull-out bus stations differ based on the speed limit.

Commissioner Nafisa Fai asked about if there are any considerations to address lack of safe train crossing to the bus stops in the section between 198 and 185 eastbound.

Mayor Jeffrey Dalin inquired about how to integrate Council Creek Trail as a way to improve safety and provide alternate way for bicyclists to commute between Forest Grove and Cornelius.

Councilor Gerritt Rosenthal, Metro, asked for clarification for the naming or numbering TV Highway corridor segments.

**Public comment**

No public comment was submitted.

**Next steps** (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Juan Carlos Gonzalez gave a brief overview of next meetings and events. There being no further business, he adjourned the meeting at 5:59 p.m.

Respectfully submitted,  
Yuliya Lee, TV Highway Steering Committee Recorder

Attachments to the Public Record, TV Highway Steering Committee meeting, November 10, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/10/2022	11/10/2022 TV Highway Steering Committee meeting agenda	111022TVHSC-01
2	Document	10/13/2022	10/03/2022 TV Highway Steering Committee meeting minutes	111022TVHSC-02
3	Document	10/26/2022	TV Highway Corridor Characteristics Memo, Part 2 – 10/26/22	111022TVHSC-03
4	Document	11/10/2022	TV Highway: Run Time Summary – 11/10/22	111022TVHSC-04
5	Document	10/20/2022	Basis of Design, Part 2 – 10/20/22	111022TVHSC-05

00:20:49 Ashley Hartmeier-Prigg (she/her): I was so focused on the delicious question. I'm Council President for City of Beaverton. :)

00:29:58 Maria Dolores Torres: Se corta un poco la voz del interprete. tal vez el internet?

00:33:26 Jess Zdeb | Metro: @Maria Dolores Vemos su comentario y nos comunicamos con Matt sobre el volumen del sonido.

00:33:39 Maria Dolores Torres: Gracias

00:33:47 Matt Toupin (Spanish Interpreter): Me escuchas?

00:44:41 Luis Aguilera (Spanish Interpreter): de regreso

00:44:46 Luis Aguilera (Spanish Interpreter): Matt, mi turno

00:45:25 Matt Toupin (Spanish Interpreter): Adelante.

00:45:28 Matt Toupin (Spanish Interpreter): Gracias Luis

01:11:42 Luis Aguilera (Spanish Interpreter): Matt, su turno en 3 minutos

01:11:59 Matt Toupin (Spanish Interpreter): Casi estoy listo

01:13:33 Matt Toupin (Spanish Interpreter): Luis, mi turno

01:13:39 Luis Aguilera (Spanish Interpreter): Matt, su turno ahora

01:13:44 Matt Toupin (Spanish Interpreter): ok

01:18:54 Jess Zdeb | Metro: To answer Commissioner Fai's question: today there are 77 stops eastbound and 83 westbound. From the workshops we've had with jurisdiction staff so far, we have 51 stops eastbound and 52 westbound. This includes stops that are still under discussion for changes, so the run time estimate is conservative by assuming more stops than there may eventually be.

01:33:03 Nafisa Fai: Since we are short on time for this topic, I will put my questions here: How does the time saving work? Is it during peak time or across the entire day? Also why don't we have park and ride? And whats the impact on traffic?

01:34:40 Mayor Jeffrey Dalin: I see bus driver concern of being able to pull out as a law enforcement issue and not a justification for stopping in the lane.

01:43:12 Matt Toupin (Spanish Interpreter): Luis, 2 minutos...

01:44:59 Luis Aguilera (Spanish Interpreter): Matt, listo...taking over

01:45:09 Matt Toupin (Spanish Interpreter): Adelante. Gracias.

02:06:36 Karmen Chavez-Sam (she/her) - APANO CUF: Thank you for the presentations today. I don't have anything to add right now, it's a lot to take in!

02:08:13 Maria Dolores Torres: Thank you.

02:09:00 Nansi Lopez, She/her/ella - Centro Cultural: Thank you, Jesse.

02:12:20 Rian Windsheimer: ODOT has recently submitted a pre-application to the Great Streets Program for an enhanced Ped Crossing at 334th. With Great Streets funding (\$3 million approximately) this project would install a pedestrian activated enhanced crossing signal with advanced warning with a pedestrian refuge on OR8. The project includes adjacent illumination and complementary sidewalk infill with ADA ramps. The Great Streets funding leverages this important work and will help demonstrate state support for safety investments along the corridor.

The primary goal safety for pedestrians and those accessing transit. The project will improve visibility (ped activated signal and illumination) and reduce crossing distance for pedestrians. In addition, the 2020 Road Safety Audit identified the following risk factors that will be addressed if funded:

- Three pedestrian fatalities near this intersection
- In-lane bus stops in both directions
- One of the highest TriMet ridership stops for study corridor

02:13:55 Jess Zdeb | Metro: I believe that Annadiana has left the meeting and we have her email to follow up.

02:14:32 Rian Windsheimer: · One of the highest TriMet ridership stops for study corridor

- Higher turning movement volumes compared to other stop-controlled side streets on the study corridor
- Tall grass in the northeast corner of the intersection causes difficulty seeing westbound vehicles from the side street

There potentially may be opportunities to leverage future future transit investments using the Great Streets funding. Applications are due in January. It would great to demonstrate support from this group if the project makes it through this pre-ap phase and moves into the formal application phase.

02:15:34 Karmen Chavez-Sam (she/her) - APANO CUF: Thank you!

