

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Tualatin Valley Highway Steering Committee

Date: Thursday, November 10, 2022

Time: 4:00 to 6:00 p.m.

Place: Zoom

https://us02web.zoom.us/j/82491231728?pwd=I4dVzvshKwHi9mQ4eSL3hNSa_fjxTb.1

Passcode: 201580

US: +1 253-215-8782 or 877-853-5257 (Toll Free)

Webinar ID: 824 9123 1728

Purpose: Review of additional corridor characteristics findings, initial bus run time estimates and their use, and the application of design treatments at specific corridor locations. Receive update on Workshop 1 and corridor characteristics memo.

Outcomes: Understanding of run time outputs and what they do/do not reflect. Understanding of challenges and tradeoffs of applying design treatments in specific corridor locations.

4:00 p.m.	Welcome and Introductions <i>Are there any updates related to TV Highway you'd like to share from your community?</i>	Metro Councilor Juan Carlos Gonzalez
4:20 p.m.	Approval of October meeting minutes	Councilor Gonzalez
4:25 p.m.	Workshop 1 report out	Ernesto Oliva, Unite Oregon
4:35 p.m.	Corridor characteristics memo update	Jess Zdeb, Metro
4:50 p.m.	Run time estimate: Initial results and use	Michaela Skiles, Metro
5:05 p.m.	Discussion <i>Is any clarification needed regarding the results or use of the run time analysis?</i>	Councilor Gonzalez
5:20 p.m.	Basis of Design part 2: Design treatment application	Jesse Stemler, TriMet Dave Aulwes, TriMet

5:35 p.m.	Discussion <i>Do you have initial reactions to the design tradeoffs presented?</i>	Councilor Gonzalez
5:50 p.m.	Public Comment	
5:55 p.m.	Next Steps	Councilor Gonzalez

Upcoming TV Highway meetings:

- *Technical Working Group (November 17)*
- *Policy Group (November 30)*
- *Steering Committee (December 15)*

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មបណ្តឹងរើសអើងសម្រាប់សេវាភាសាដទៃ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីរៀបចំសេវាបកប្រែសម្រាប់លោកអ្នក ។

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Thursday, October 13, 2022 | 4:00 p.m. to 6:00 p.m.

Place: Virtual webinar meeting held via Zoom

Members, Alternates Attending

Councilor Juan Carlos Gonzalez, Co-chair
Councilor Gerritt Rosenthal, Co-chair
Councilor Ashley Hartmeier-Prigg
Commissioner Nafisa Fai
Mayor Jeffrey Dalin
Mayor Pete Truax
Rian Windsheimer
JC Vanatta
Ernesto Oliva
Maria Dolores Torres
Karmen Chavez-Sam

Affiliate

Metro
Metro
City of Beaverton
Washington County
City of Cornelius
City of Forest Grove
ODOT
TriMet
Unite Oregon
Adelante Mujeres
APANO

Panelists Attending

Jess Zdeb
Malu Wilkinson
Yuliya Lee
Tanja Olson
Jamie Snook
David Aulwes

Affiliate

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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 updates and observations concerning Tualatin Valley Highway project.

Councilor Gonzalez gave an overview of the agenda and asked the committee for approval of the meeting summary from September 8, 2022. With all in favor, the meeting summaries were accepted unanimously.

Presentation: Basis of Design (Jess Zdeb, Metro and Dave Aulwes, TriMet)

Jessica Zdeb, Metro, started presentation explaining that basis of design purpose is to document design assumptions and standards so there would be a living document with updates as design progresses.

She reiterated transit project goals, which include:

- Improves the travel experience (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
- Advances local goals related to land use, transportation, equity, and climate
- Supported by the community, in particular transit riders and communities of color
- Feasible to fund, construct and operate
- Able to move into the next phase, Project Development

Jessica Zdeb continued with presentation of Phase 1 design components, which included:

- Placing stations
- Identifying initial transit priority treatments
- Locating enhanced crossings
- Applying cross section modifications
- Establishing design/improvement areas

She gave a brief overview of the draft station selection process and listed factors that are being considered, such as existing Line 57 ridership, access to destinations, stop spacing, proximity to protected crossings, partner and public workshop input, and design considerations. Jessica Zdeb proceeded to explain pros and cons of in-lane and pull-out stations.

Committee members expressed concern about in-lane station's impact on highway traffic capacity, safety for vehicles while buses pulling out of the stations, and not having enough ridership to counter impacts of the bus line on traffic. In addition, comments were made about how pull-out station design might be better suited than in-lane design for certain locations, and if project staff can share data on signal priority impacts.

Jessica Zdeb elaborated on Transit Priority Treatments, which included Business Access and Transit (BAT) lanes, Queue Bypass lanes, Transit Signal Priority (TSP) and Enhanced Pedestrian Infrastructure.

Dave Aulwes, TriMet, presented Cross Section Adjustments, which included:

- Inputs to refine cross sections
 - Previous cross sections
 - BUD/HDM (now combined)
 - Coordination with ODOT
 - Speed reduction opportunities
 - RR and ROW Constraints
- Apply to corridor segments

He elaborated on existing cross section designs, station and transit project improvement areas, and gave examples of what adjustments can be made to change it to a more preferred design.

Jessica Zdeb concluded presentation with next steps, which included:

- Individual jurisdiction workshops
- Transit priority analysis

- Travel time estimates
- Project delivery analysis
- Phase 2 design refinement

Discussion (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion questions:

- Are there any clarifying questions about design treatments presented?
- Is the difference between the design approach for downtown and other locations clear?

The committee members inquired about if any parking spaces will be lost due to new developments, how many bus stops will be eliminated and how it will affect the design plans. Concerns were raised about use of word “preferred” when presenting different design options since it does not represent communities’ preference. In addition, members of the committee inquired as to the use of buffered bike lanes that are not separated from automobile traffic given that they may be less suitable for most users than a facility with greater separation. Members also inquired if there is a possibility of pushing back on railway spacing requirements.

Presentation: Equitable Development Strategy and Outreach (Jessica Zdeb, Metro, Karmen Chavez-Sam, APANO, and Ernesto Oliva, Unite Oregon)

Karmen Chavez-Sam started presentation with an overview of what Equitable Development Strategy (EDS) attributes are, which are defined as:

- Separate from the transit project
- Builds upon SWEDS knowledge and process
- Community-led strategy to support equitable development on corridor

She shared a list of TV Highway Equity Coalition (TEC) participating organizations, which includes Community Housing Fund, APANO, Adelante Mujeres, Bienestar, Unite Oregon, 1000 Friends of Oregon, Centro Cultural, Muslim Educational Trust, Virginia Garcia Memorial Health Center, The Street Trust, AFRHEEC, small business owners and residents.

Ernesto Oliva, Unite Oregon, elaborated on the TEC’s work and how it identifies and addresses community needs to explore tangible solutions and gather community’s input. He noted the growth of the Leadership Cohort membership and how it plays a role in cultivating community leaders and reaches diverse cross-section of TV Highway community. Ernesto Oliva reminded the committee about upcoming community workshops.

Jessica Zdeb noted that the model for the TV Highway EDS is the Southwest Corridor EDS. This document comprises community-identified needs for prosperity, documented commitments for implementation and identified organizations responsible to lead. In conclusion, she gave a brief overview of the upcoming outreach events.

Discussion (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion questions:

- Do you have any questions about the process for creation of the Equitable Development Strategy and Equity Coalition membership?

Ernesto Oliva commented on the importance of having consistent interpreters and note takers that are involved in the community events and contribute to greater understanding of transportation project's terminology and processes.

Commissioner Fai, Washington County, expressed excitement on the work that TV Highway Equity Coalition does and how it creates opportunities for decision-making based on communities' input.

Co-chair Councilor Rosenthal, Metro, expressed interest in learning about local communities' recommendation when it comes to establishing number of bus stops along the TV Highway corridor.

Co-chair Councilor Juan Carlos Gonzalez noted his interest in learning what other amenities could be provided to improve bus ridership experience, such as wi-fi connection and other technological advancements.

Jessica Zdeb elaborated on how information about determining the number of bus stops along the highway will be explained and presented to the community members and organizations, and how they can participate in the decision-making process. She also commented on the work that will be done in determining community's gathering places.

Councilor Ashley Hartmeier-Prigg, City of Beaverton, commended TEC on their work and emphasized how improvements to the bus rider's experience can further contribute to greater ridership numbers and meeting climate goals.

Mayor Jeffrey Dalin, City of Cornelius, highlighted the potential for expanding ridership and raised questions about what improvements can be made to make public transportation more desirable for the communities it serves.

JC Vanatta, TriMet, added that use of electric buses along the highway will contribute to lesser impact on the climate.

Public comment

No public comment was submitted.

Next steps (Councilor Juan Carlos Gonzalez, Metro)

Jessica Zdeb gave a brief overview of next meetings and events. There being no further business, co-chair Juan Carlos Gonzalez adjourned the meeting at 5:47 p.m.

Respectfully submitted,
Yuliya Lee, TV Highway Steering Committee Recorder

Attachments to the Public Record, TV Highway Steering Committee meeting, October 13, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/13/2022	10/13/2022 TV Highway Steering Committee meeting agenda	101322TVHSC-01
2	Document	9/8/2022	09/08/2022 TV Highway Steering Committee meeting minutes	101322TVHSC-02
3	Document	10/13/2022	Basis of Design summary – 10/13/22	101322TVHSC-03
4	Document	10/13/2022	TV Highway Equitable Development Strategy Update – October 13, 2022	101322TVHSC-04

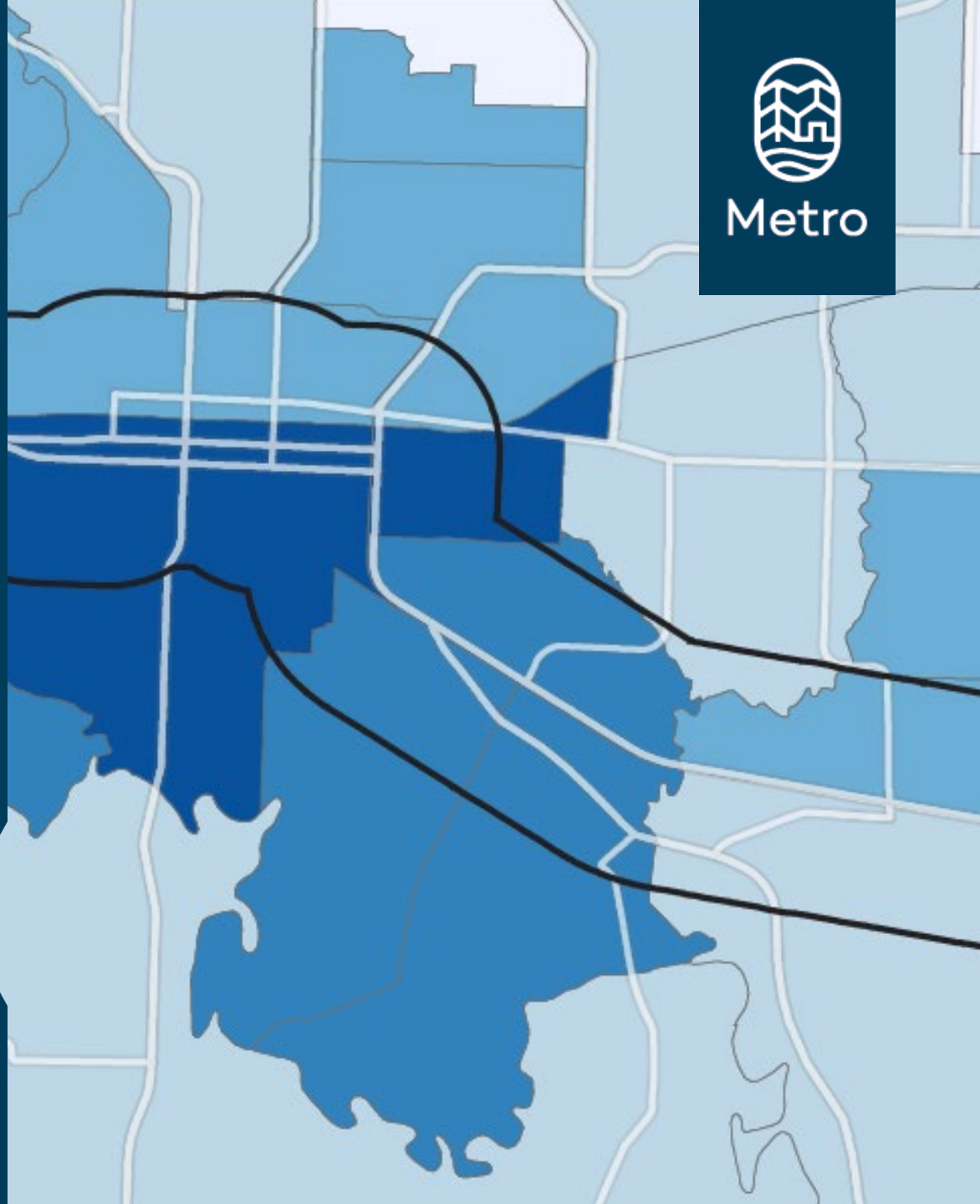
00:24:15 Matt (Interprete de Español): Ok, I will take over at 4:30pm and then again at 5:30pm.
00:25:08 Matt (Interprete de Español): Just for clarification, Spanish interpreters need to press the "Spanish" button in order to do their work, correct?
00:33:25 Jess Zdeb | Metro: We didn't get an intro from Rian!
00:50:22 Maria Dolores Torres: Se escucha muy bajo y el interprete tiene
00:50:34 Maria Dolores Torres: problemas para escuchar
00:52:05 Pete Truax, City of Forest Grove: I always thought that the trailing bus stop (the one after you pass through the intersection) was the preferable where possible. The stop approaching the intersection has sometimes caused issues with cross traffic, especially when there are no signals. Does any of that make sense?
00:52:33 Matt (Interprete de Español): Luis, I'll take over interpreting now until 5.
00:52:43 Luis Aguilera (Spanish Interpreter): Matt your turn now
00:57:31 Maria Dolores Torres: I don't have interpretation.
00:58:00 Yuliya Lee: Maria, Im checking with interpreters
00:58:13 Maria Dolores Torres: Thank you
00:58:17 Councilor Juan Carlos Gonzalez: Maria, I'm very sorry for the issues.
00:58:32 Matt (Interprete de Español): Maria, no me escuchas? Esta usted en el canal "Spanish?"
00:58:50 Maria Dolores Torres: No lo escucho
00:59:15 Matt (Interprete de Español): Estoy en el canale "Spanish." Voy a comprobar con esta Yuliya.
00:59:36 Maria Dolores Torres: Perfecto
00:59:49 Matt (Interprete de Español): Yuliya, Maria says she cannot hear me interpreting. I have it on the Spanish channel in mine. Should that not be correct?
01:00:03 Ernesto Oliva (he/him/el) Unite Oregon: Spanish channel is not working—just checked myself
01:00:06 Matt (Interprete de Español): Maria, me escuchas ahora.
01:00:17 Maria Dolores Torres: No
01:00:21 Matt (Interprete de Español): Lo siento.
01:00:32 Yuliya Lee: okay, how about i'll reset interpreters?
01:00:36 Matt (Interprete de Español): Folks, the Spanish speakers cannot hear the interpreters.
01:00:38 Maria Dolores Torres: It is okay entiendo un poco
01:00:59 Matt (Interprete de Español): I'll continue interpreting. Hard to do so while chatting.
01:01:31 Yuliya Lee: okay sounds good
01:02:48 Rian W.: Many times that apps pull from speed zone orders. If they are appearing different and you let me know I can forward to get it corrected.
01:02:48 Matt (Interprete de Español): Me escuchas ahora?
01:02:55 Ernesto Oliva (he/him/el) Unite Oregon: si
01:03:05 Maria Dolores Torres: Gracias
01:04:14 Rian W.: de nada
01:06:50 Pete Truax, City of Forest Grove: With bus only lanes, are we also thinking about no parking on the right side of the street, i.e. Pacific Avenue between Main and 'B' Streets in the Grove?
01:09:15 Maria Dolores Torres: Se le corta mucho su voz Matt
01:21:57 Luis Aguilera (Spanish Interpreter): Matt, I'm taking over now
01:22:58 Matt (Interprete de Español): Gracias Luis!
01:33:02 Pete Truax, City of Forest Grove: I have a Candidate Forum at 5:30 tonight. It is for our two mayoral candidates and the seven hopefuls for the three Council positions. Sorry to bail out.
01:37:55 Councilor Juan Carlos Gonzalez: Malu did you want to chime in? I saw you turn your camera on.
01:45:17 Ernesto Oliva (he/him/el) Unite Oregon: Carina is here!
01:47:33 Karmen Chavez-Sam: Apologies if I spoke too fast for interpreters! I will be better about that next time!
01:51:44 Luis Aguilera (Spanish Interpreter): Matt your turn is now
01:52:03 Matt (Interprete de Español): Yes, I'm on



Metro

TV Highway corridor characteristics memo, pt 2

October 26, 2022

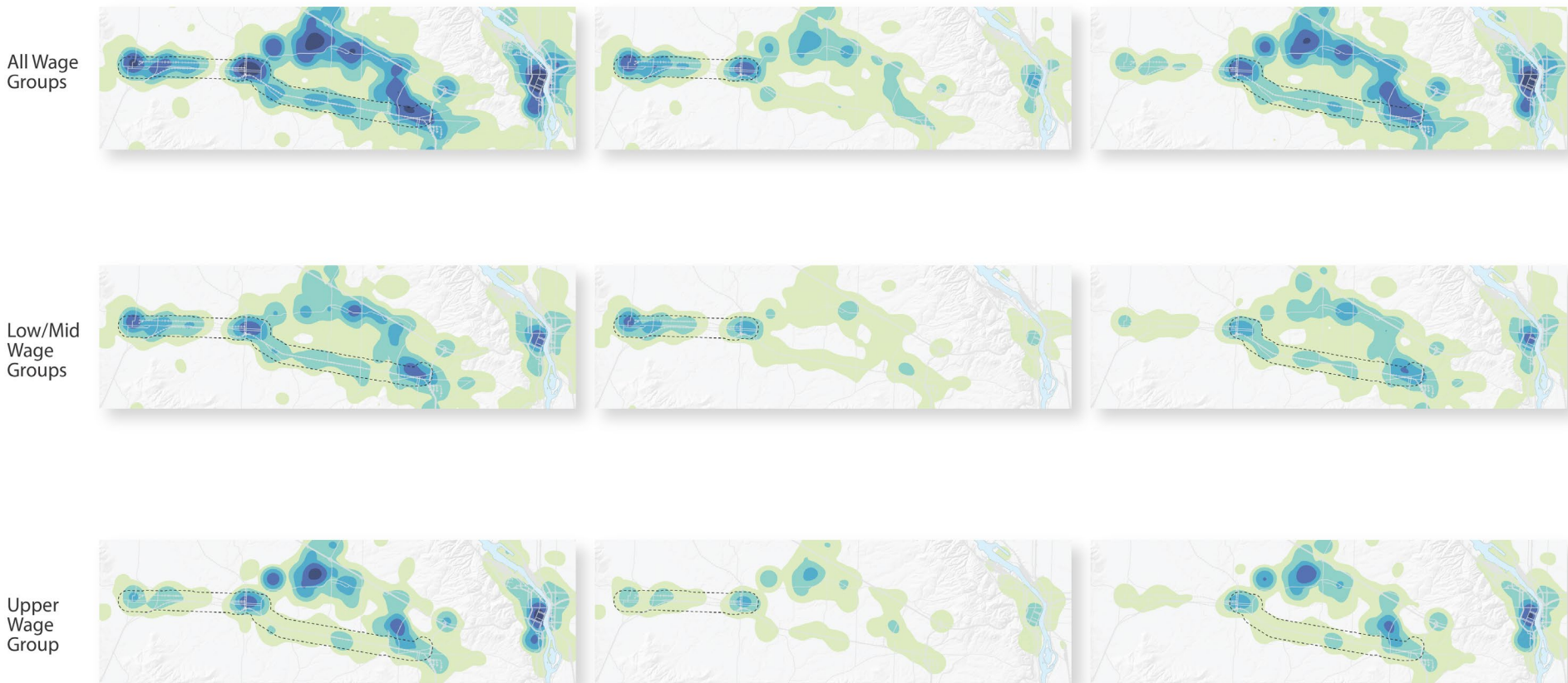


Where do TV Highway employees work?

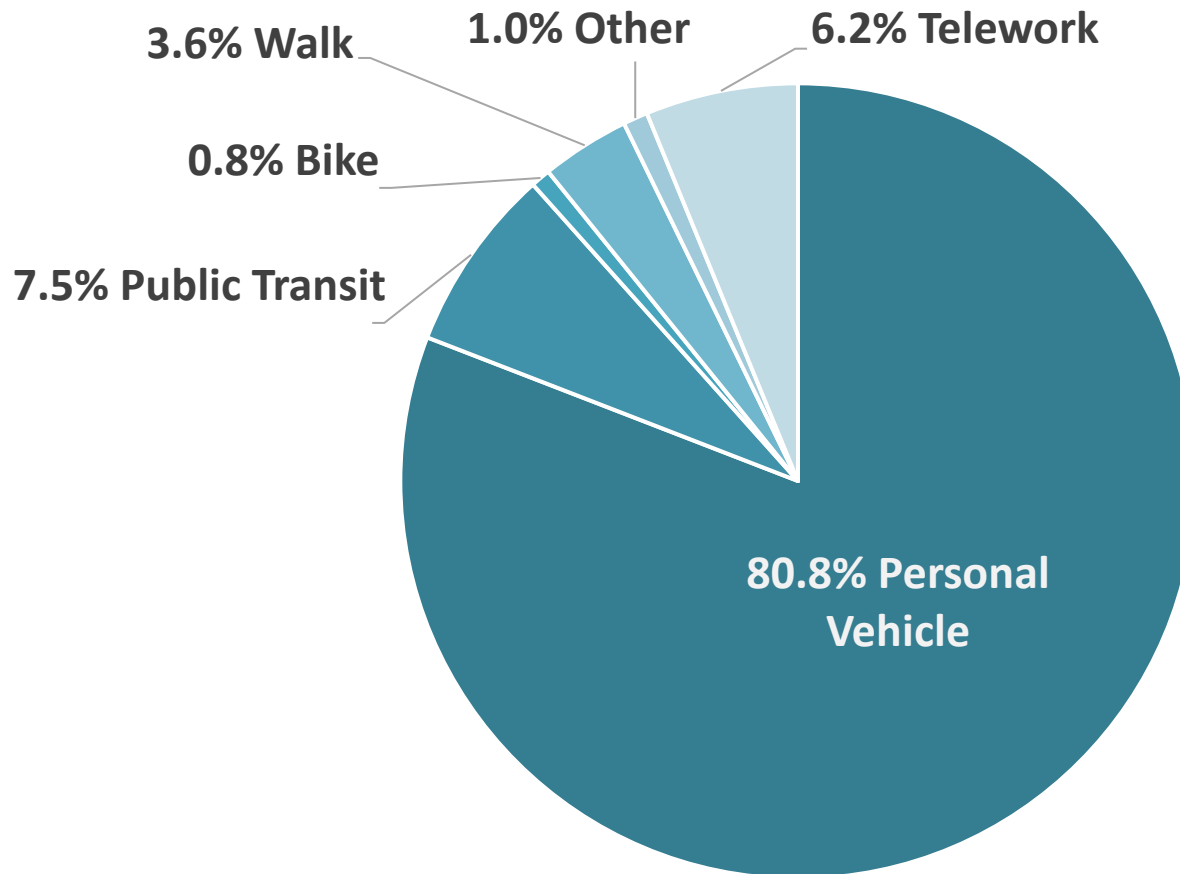
Whole Study Area

West Study Area

East Study Area



Commute Mode Share



Mode Share Comparison

Mode Share	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
% Personal vehicle	74%	81%	81%	82%	80%
% Public transit	8%	5%	8%	5%	9%
% Bike	3%	1%	1%	1%	1%
% Walk	4%	3%	4%	5%	3%
% Other	1%	1%	1%	1%	1%
% Telework	11%	10%	6%	6%	6%

Vehicle Access

Zero Vehicle Access	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Households with zero vehicles	61,792	12,409	2,326	730	1,785
Percentage of households with zero-vehicle access	9.4%	5.6%	8.3%	7.6%	8.8%

Roadway Safety

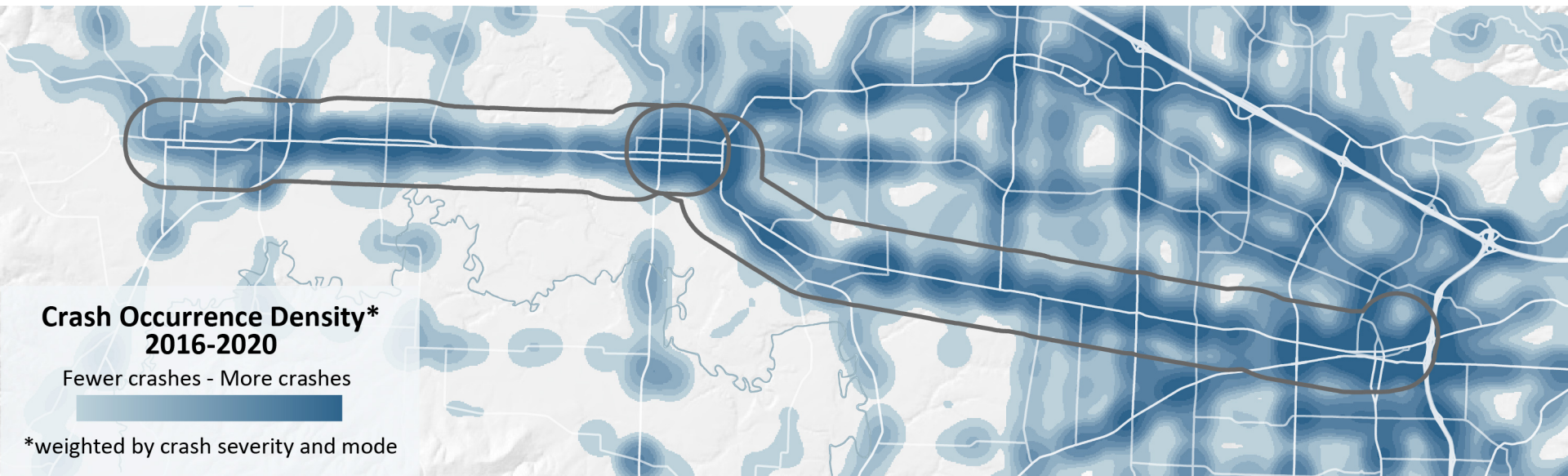
- A portion of TV Highway is the number 25 most dangerous corridor in the region¹

Crash Rate 2016-2020	Region	TV Highway
Fatalities (People / 100 million VMT)	0.9	1.7
Serious Injury (People / 100 million VMT)	4.8	5.6

Crashes by Mode 2016-2020	Fatal	Serious Injury
Pedestrian	9	6
Bicycle	2	2
Motorist	4	42

¹Segment from ~SW 139th Way to SW 126th Ave. Per Metro's analysis of 2016-2020 crash data. Crashes are weighted by severity and mode. Full results/methodology: <https://experience.arcgis.com/experience/6b5ae16aad814e6e81546bcc4ffdf964>

Roadway Safety



Youth and Older Adults

Age	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Youth under 18	340,165	136,101	19,701	7,110	14,173
% Youth under 18	21%	23%	24%	24%	24%
Adults over 64	233,203	79,493	9,623	3,930	6,366
% Adults over 64	14%	13%	12%	14%	11%

Housing Cost Burden

Housing Cost Burden	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Rent burdened	131,291	38,731	6,329	2,164	4,560
% Rent burdened	19%	17%	22%	22%	22%
Mortgage burdened	76,998	25,924	3,434	1,137	2,470
% Mortgage burdened	11%	11%	12%	11%	12%
All housing cost burdened	208,289	64,655	9,763	3,301	7,030
% Housing cost burdened	30%	28%	34%	33%	34%

Questions?
Comments?



Metro



Metro



TV Highway: Run Time Summary

Steering Committee | November 10, 2022

Why calculate run time?

- Planning-level information to:
 - Understand the benefit of the project
 - Inform ridership estimates
 - Understand what design elements provide run time benefits

Base year used

- Current calculations are based on actual run time data from 2019 and 2021 (i.e., pre- and post-COVID)
- These are not reflective of future year traffic conditions for real-world bus run times

Run time calculation

- 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

Stops impact

- Stop assumptions **vary along corridor** based on
 - Committee input and stakeholder workshops
 - 2019 and 2021 data on stops served
- Dwell time assumed to be shorter per stop based on 60' buses

Signal priority impact

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

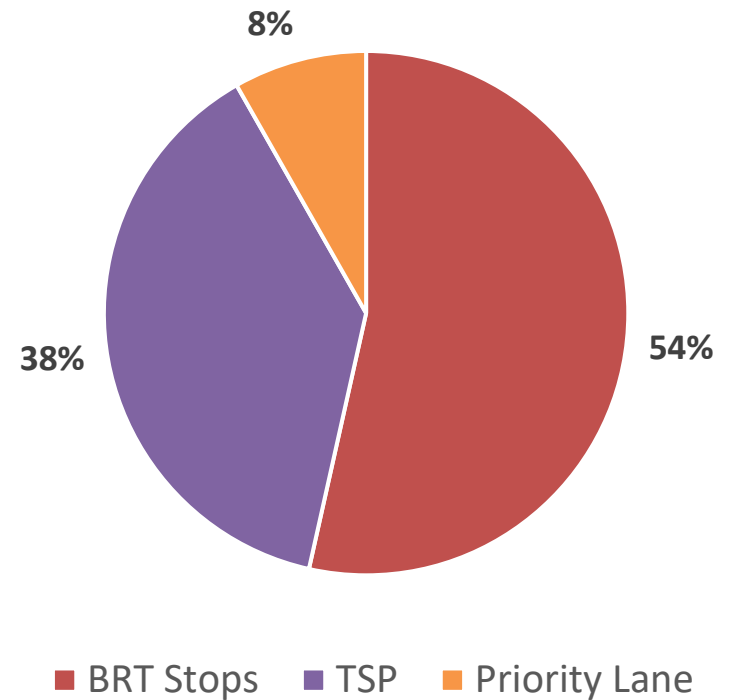
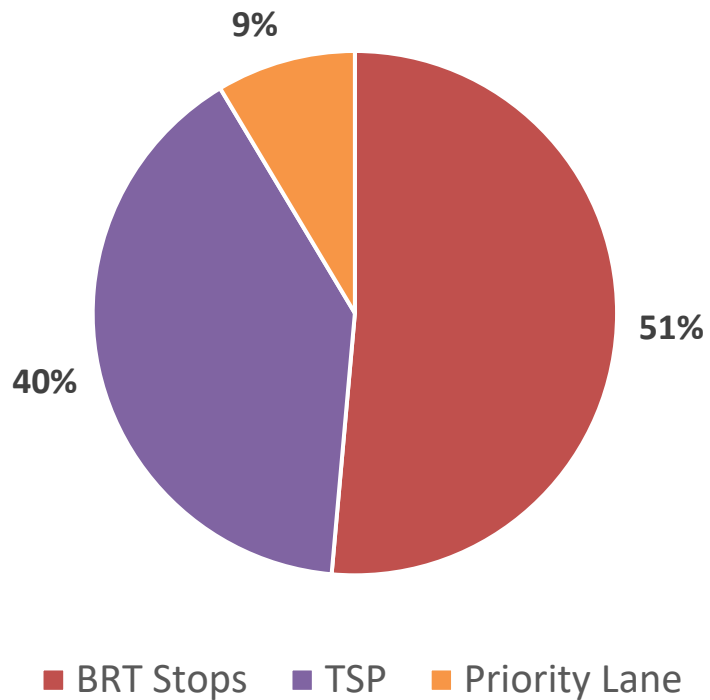
Physical priority impact

- 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

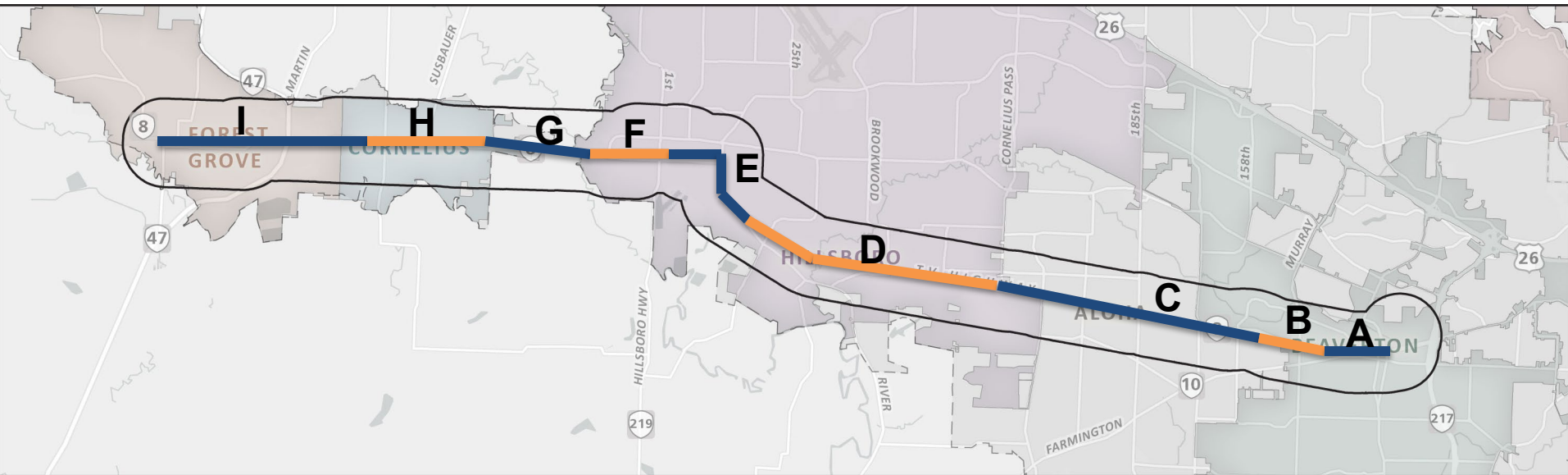
Estimated changes

- Estimated improvement ranges from 7:59 to 14:44 for WB and 8:25 to 14:20 for EB
 - Design is not symmetrical
- Differences by AM, Midday, PM and by base year
 - Traffic conditions and stops served differ

2019 and 2021 Westbound

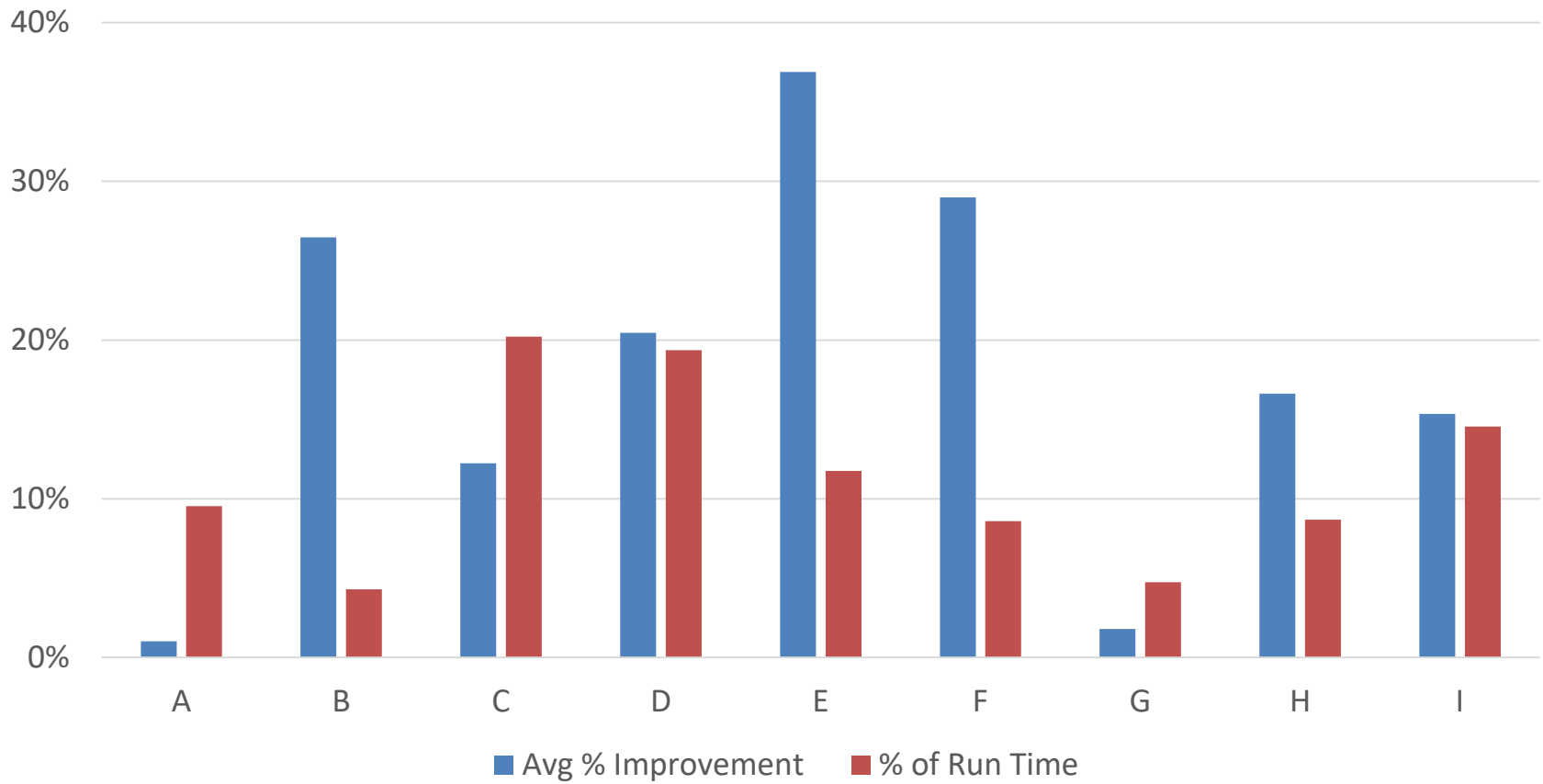


Corridor Segments



Corridor Variation

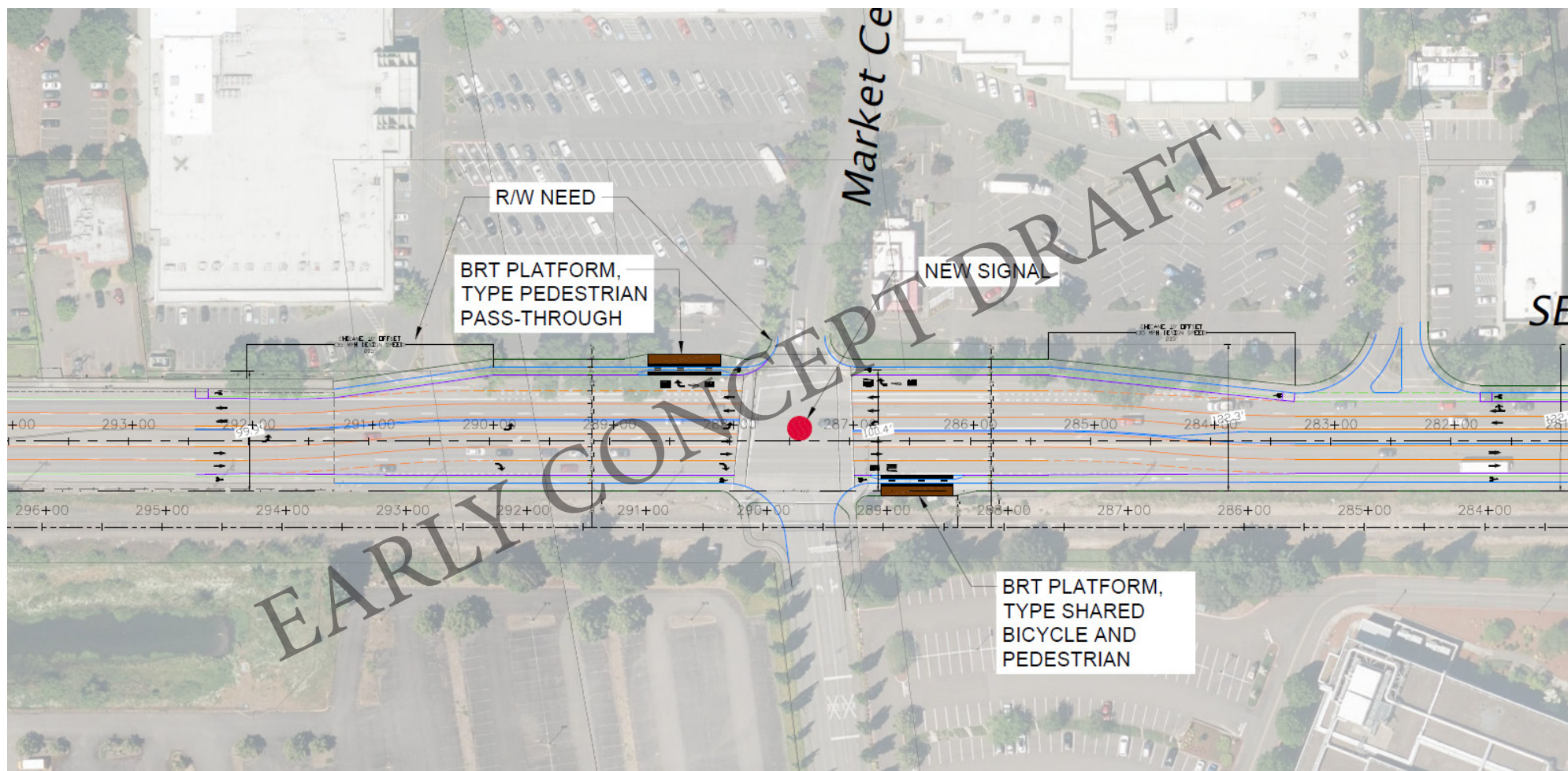
Westbound Average, 2019 Base



How time estimates are being used

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

Speed Management - Chicane

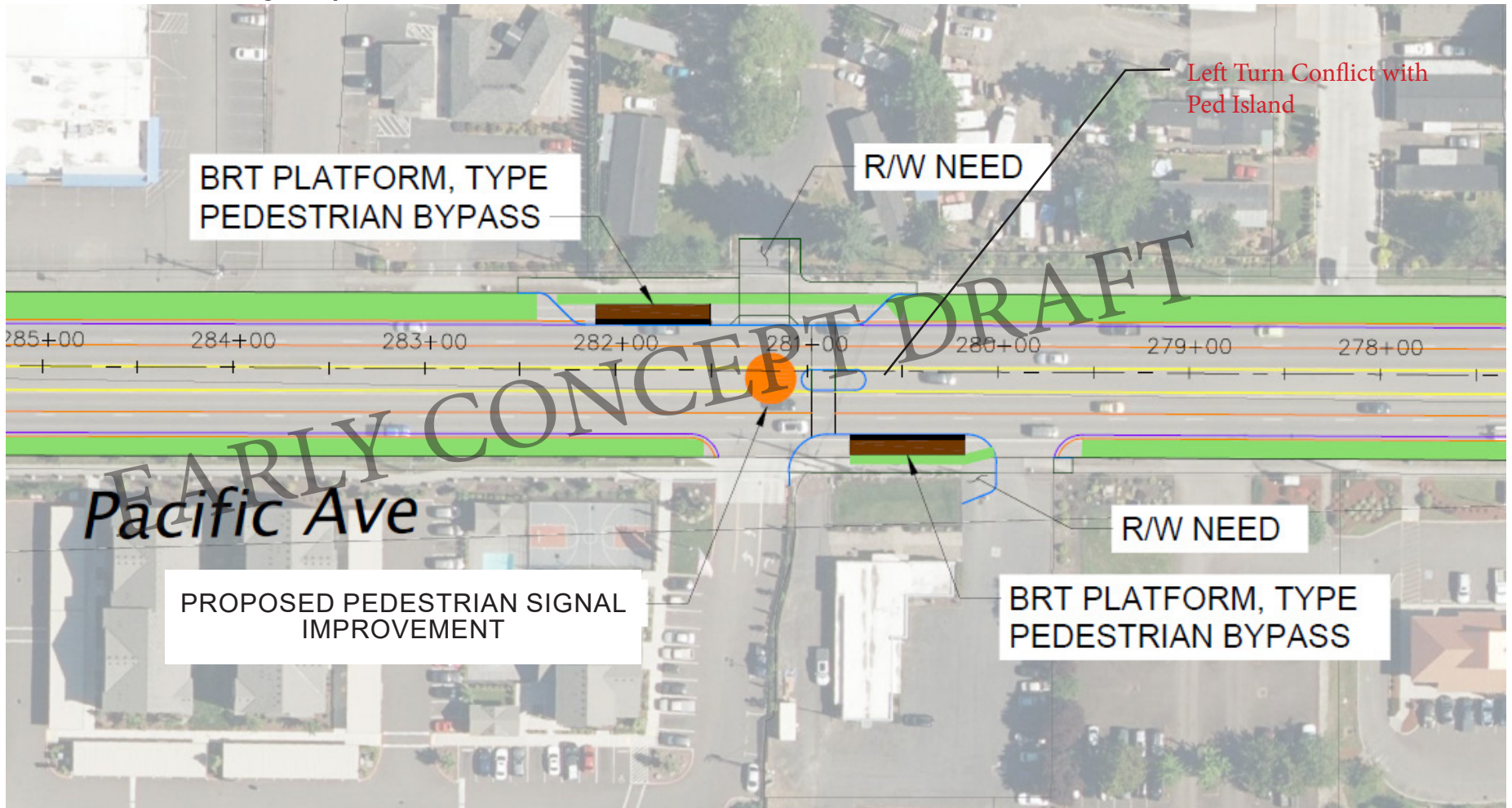


Example: Chicane at Market Centre (Aloha - Segment 5)



Context Map

Pedestrian Crossings Improvements

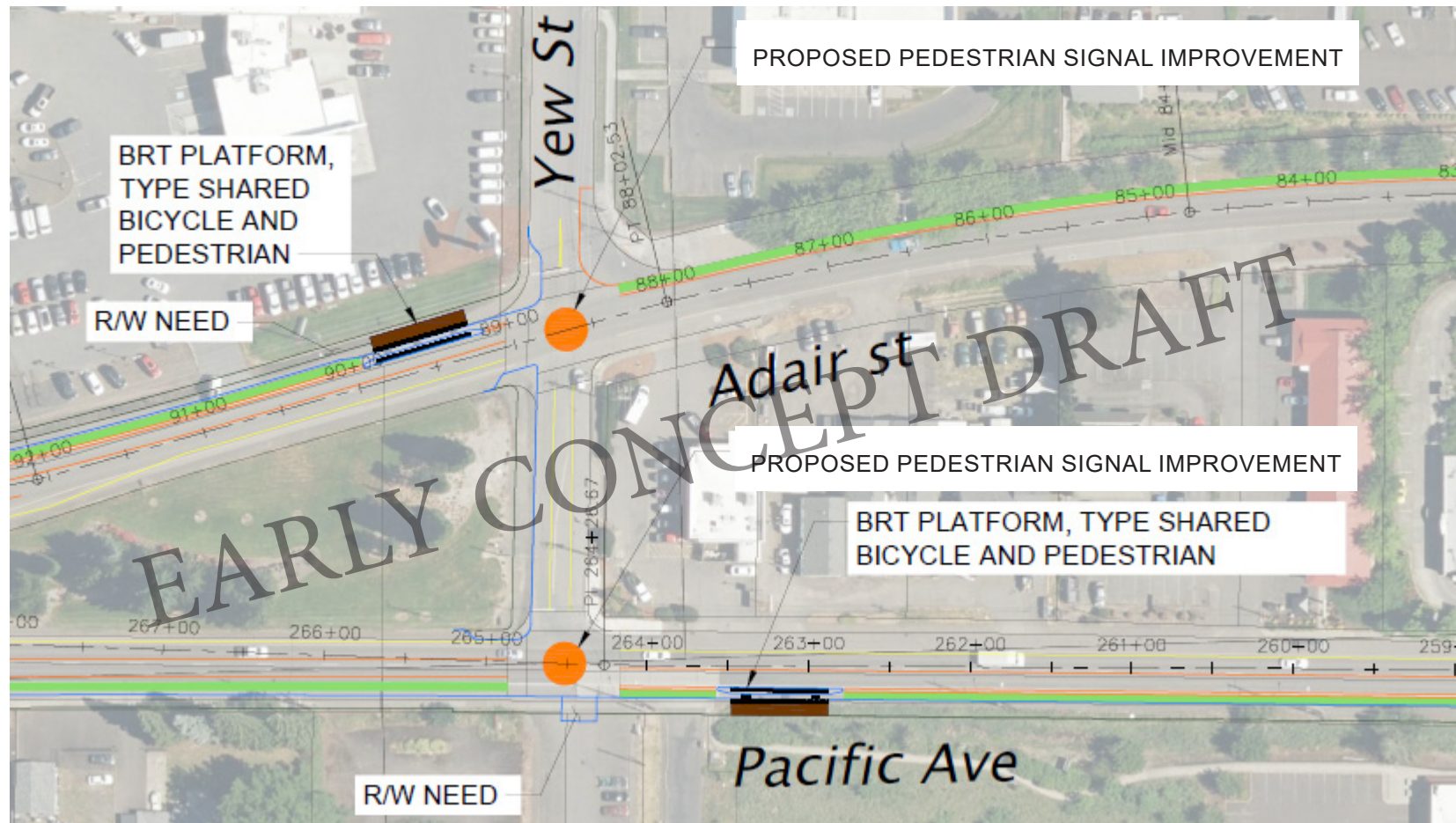


Example: Ped Signal & Refuge Island (Forest Grove - Segment 10)



Context Map

Pedestrian Crossings Improvements

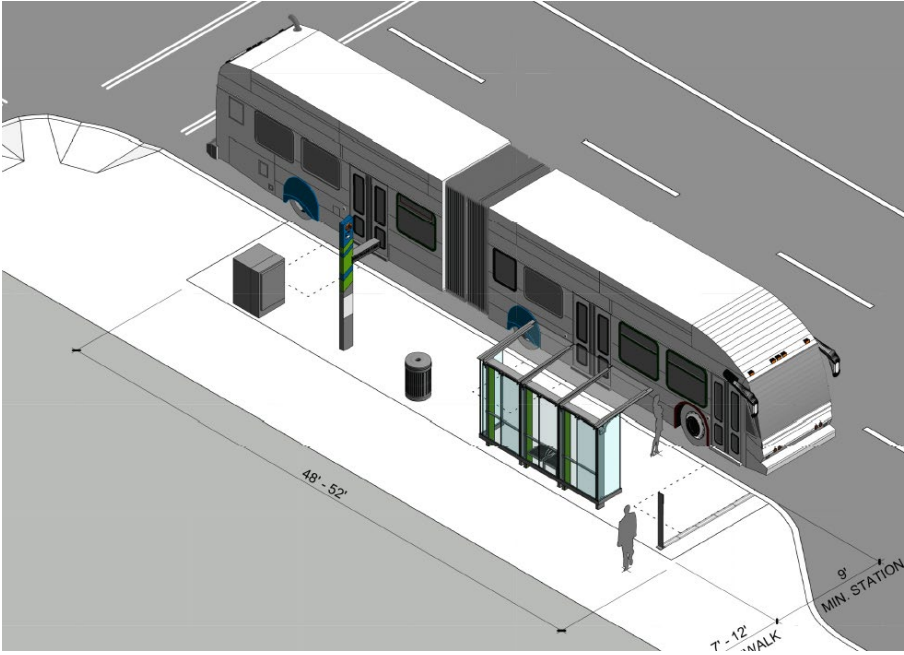


Example: Ped Signal & Infrastructure Improvements (Forest Grove - Segment 10)



Context Map

Pedestrian Bypass



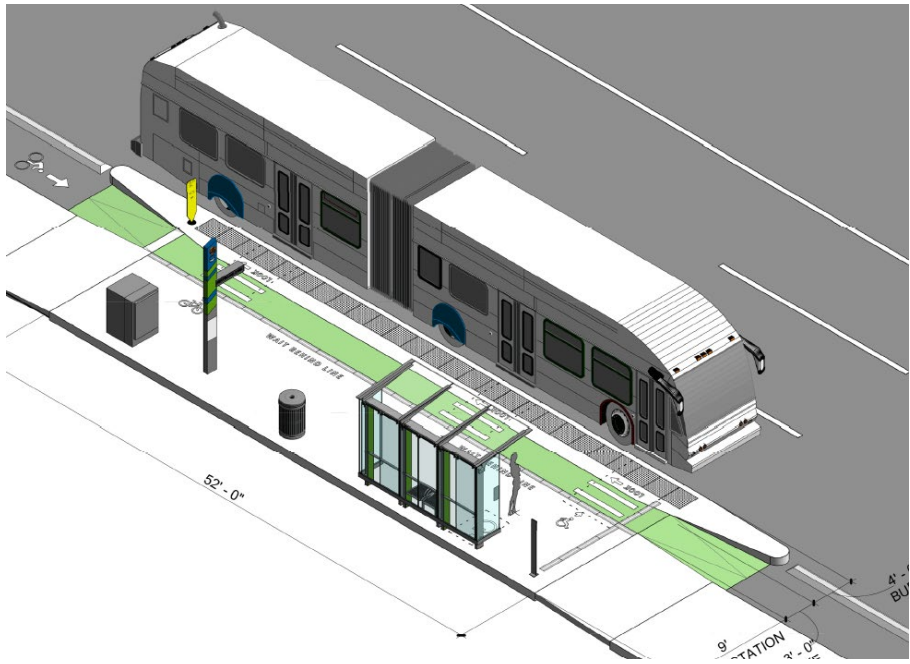
Pedestrian Pass Through



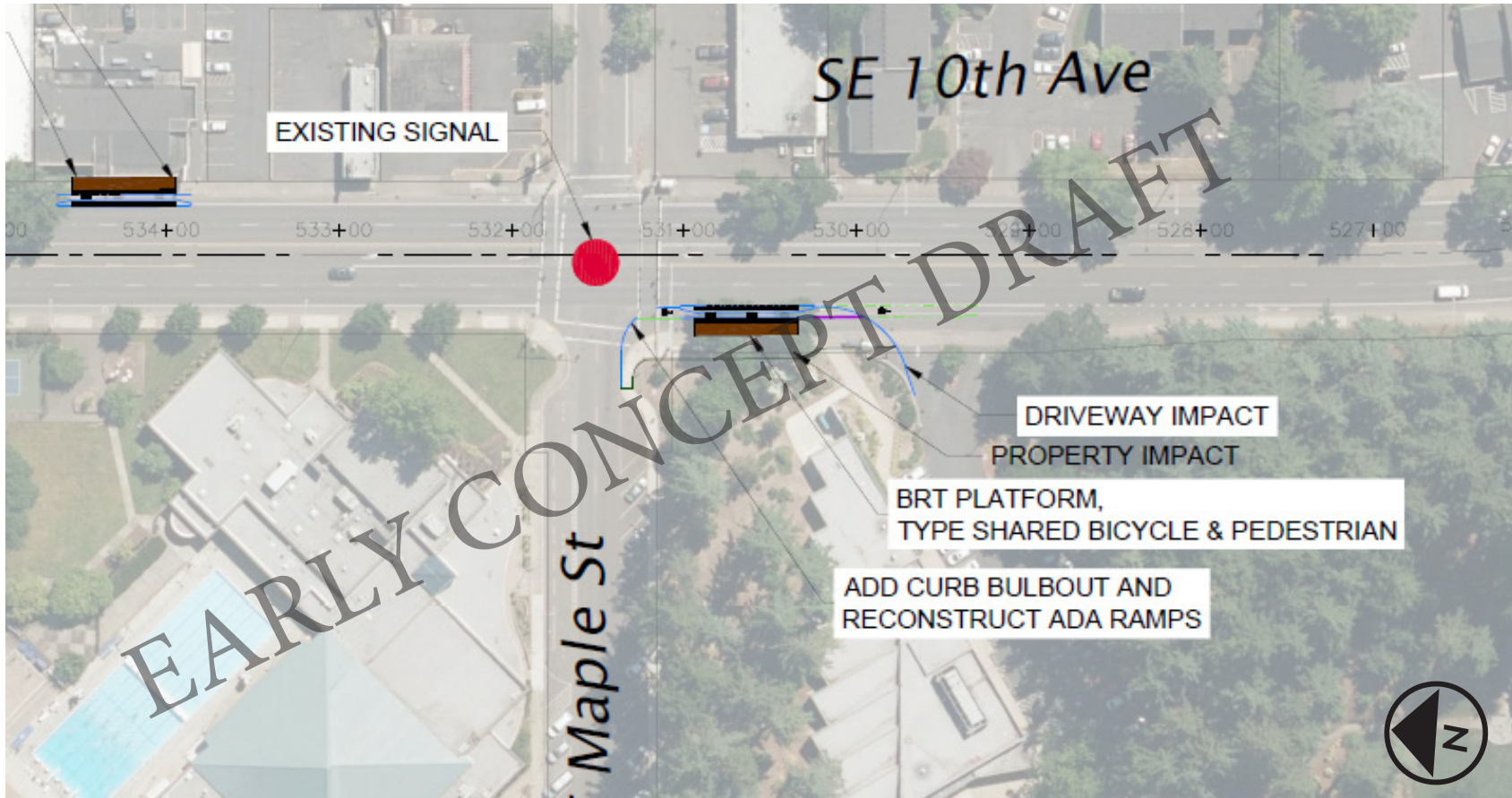
Pedestrian Island



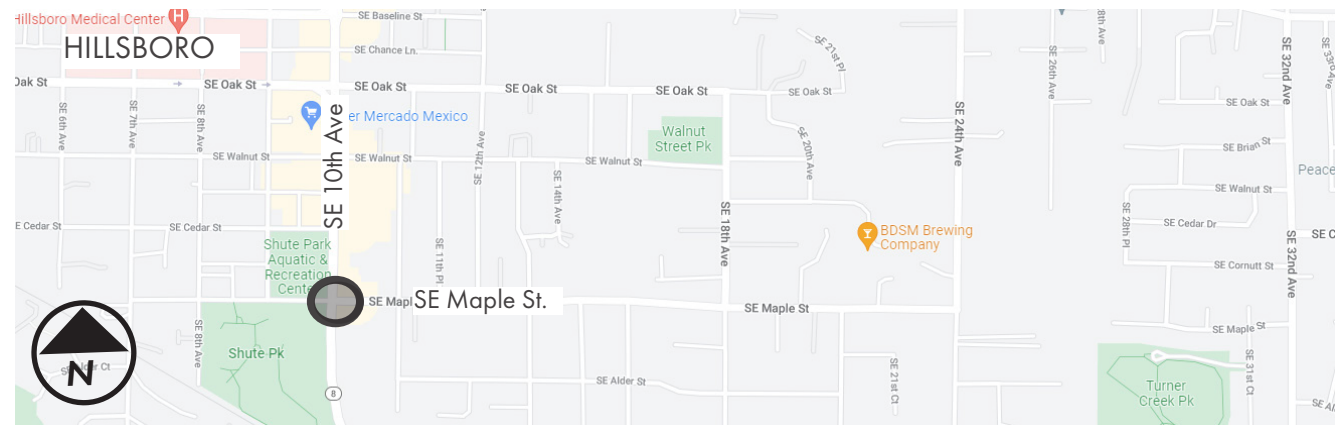
Shared Bicycle & Pedestrian



Station Placement - Constraints & Considerations

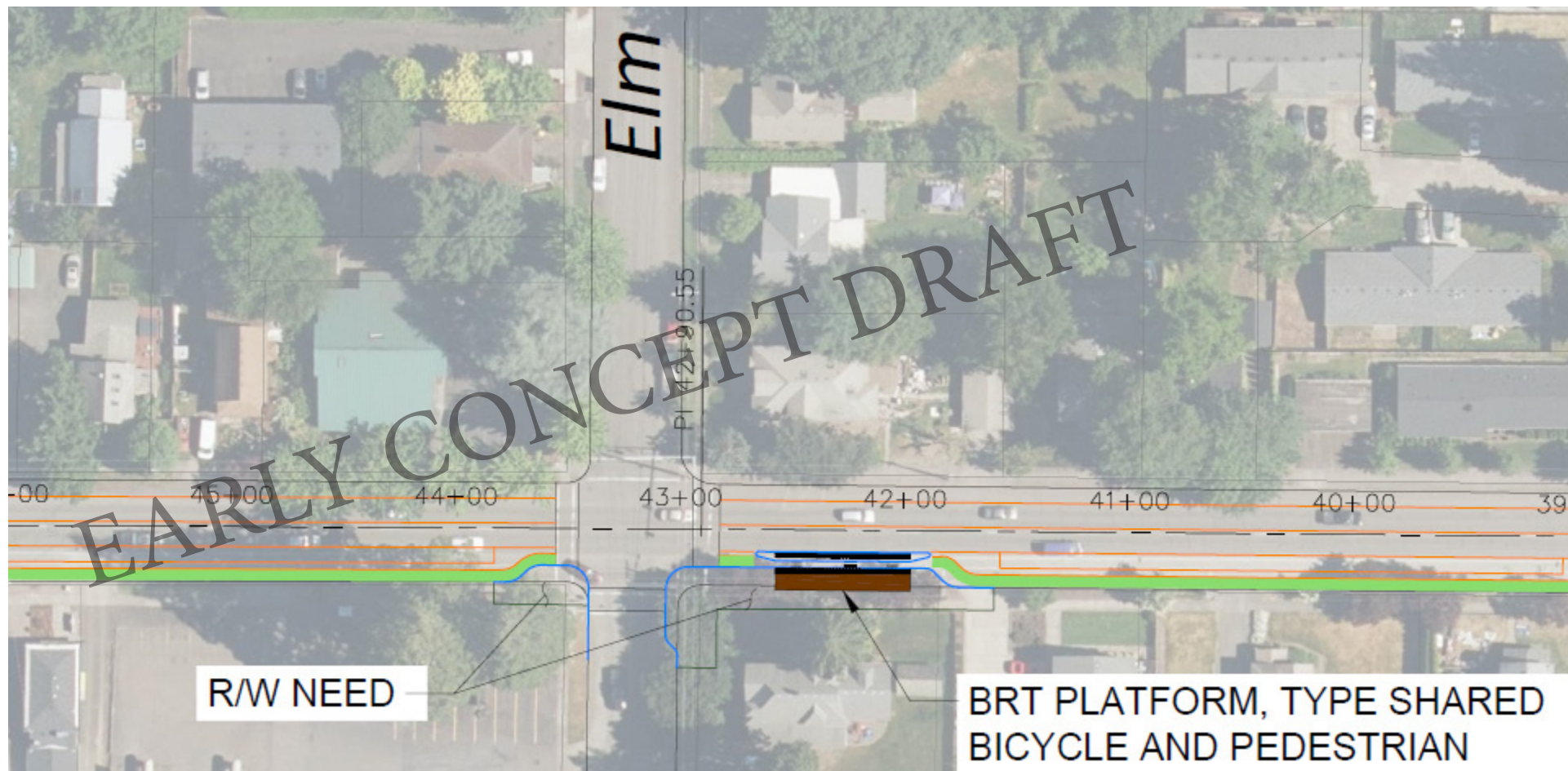


Example: Station Placement & Driveways (Downtown Hillsboro - Segment 7)



Context Map

Station Placement - Constraints & Considerations



Example: Far-side Station Placement (Forest Grove - Segment 10)



Context Map