MEETING AGENDA (PAC MEETING #3)

DATE: April 2, 2025 (Wednesday)

TIME: 5:00 p.m. – 6:30 p.m.

MEETING LINK: Virtual Zoom Meeting

Meeting Agenda

TIME	TOPIC	PRESENTER
5:00 – 5:10 pm	**Introductions** • Welcome and introductions • Meeting purpose and protocols	Washington County Commissioner Fai Mallory Anderson, JLA
5:10 – 5:20 pm	**Project progress** • Review project goals and objectives • Design workshop summary/survey results	Julie Sosnovske, Washington County
5:20 – 6:10 pm	**Alternatives Evaluation** • Corridor capacity – 3 vs. 5 lanes • Bicycle/pedestrian alternatives evaluation • Additional considerations	Reah Flisakowski, DKS
6:10 – 6:20 pm	**Public Comments**	Mallory Anderson, JLA
6:20 – 6:30 pm	**Next Steps**	Mallory Anderson, JLA
6:30 pm	**Adjourn**	Mallory Anderson, JLA

Meeting Materials

- Goals, Objectives and Evaluation Criteria
- Tech memo #8 (Final) – Design Workshop Summary
- PAC Meeting #2 – Meeting Notes

GOALS AND OBJECTIVES WITH EVEAULATION CRITERIA AND MEASURES

GOAL	OBJECTIVES	EVALUATION CRITERIA	MEASURES
SAFETY	• Reduce (aim for zero) the potential severity and number of crashes on Farmington Rd. • Reduce (aim for zero) the potential severity and number of crashes involving people walking, biking or rolling along or across Farmington Rd.	• Does the alternative reduce the potential severity and number of crashes compared to existing facilities? • Does the alternative address a documented safety hazard with a proven countermeasure? • Does the alternative improve access spacing towards standards? • Does the alternative maximize separation between vehicles and people walking, biking or rolling? • Does the alternative better meet desired enhanced crossing spacing?	• Expected crash frequency/severity using crash modification factors • Access spacing relative to County/ODOT standard • Buffer style/widths between people walking/biking/rolling and vehicles • Distance between crossings relative to County/ODOT standard
NATURAL ENVIRONMENT	• Improve the built or natural environment and climate resiliency with upgrades like enhanced stormwater treatment, wetlands, or other options. • Minimize environmental and climate impacts.	• Does the alternative add or enhance stormwater treatment, wetlands, or other? • Does the alternative avoid or minimize impacts to environmentally sensitive areas or use a context-sensitive design? • Does the alternative lead to reduced vehicle miles traveled (VMT) and/or increase opportunities for alternative transportation modes?	• Roadway widening (in sq. ft.) near environmentally sensitive areas • Qualitative mode shift and VMT potential
ECONOMIC VITALITY	• Increase travel reliability for all travelers. • Facilitate the safe and efficient movement of freight, including agricultural and forest products. • Facilitate a multimodal transportation system that increases access to opportunity (e.g. jobs, school, etc.). • Minimize impacts to existing land uses.	• Does the alternative address an identified congestion or bottleneck issue or increase multimodal capacity? • Does the design alternative facilitate efficient movement of freight, including agricultural and forest products? • Does the alternative reduce barriers to transit or increase access to transit or transit reliability? • Does the alternative minimize right-of-way (ROW) impacts to adjacent land uses?	• V/C ratio, LOS, delay and queuing • Qualitative discussion of transit impacts • Qualitative discussion of other multimodal impacts (walk/bike/roll) • Qualitative ROW impact to adjacent land uses (high, medium, low)

GOAL	OBJECTIVES	EVALUATION CRITERIA	MEASURES
LIVABILITY / HEALTH / EQUITY	• Include design elements that increase use of facilities for walking, biking, rolling and transit modes for all users and abilities. • Increase access for people walking, biking or rolling to community destinations, including schools, transit stops, parks and recreation facilities, and employment areas. • Provide equitable access for transportation disadvantaged populations which have historically been underserved in this corridor.	• Does the alternative provide facilities designed for active modes of transportation? • Does the alternative provide the lowest stress facility possible that meets the needs of all users and abilities? • Does the alternative increase the number of destinations accessible by walking, biking, rolling or public transit?	• Pedestrian Level of traffic stress (LTS) • Bicycle Level of traffic stress (LTS) • Percent of corridor with protected/buffered pedestrian facilities • Percent of corridor with protected/buffered bicycle facilities • Qualitative discussion of transit impacts • Number of transit stops adjacent to protected/enhanced pedestrian crossings
FEASIBILITY	• Identify a feasible solution that can be easily maintained. • Consider expected costs, funding sources, environmental impacts, right-of-way, and permitting.	• Is the alternative technically and financially feasible from a funding, environmental, right-of-way, and permitting perspective? • Does the alternative maximize use of existing transportation facilities, including Transportation System Management and Operations (TSMO) and/or Transportation Demand Management (TDM)? • Does the alternative maximize the potential to leverage additional funding? • Does the alternative minimize anticipated maintenance costs?	• Cost estimate • ROW impacts (sq. ft.) • Qualitative discussion of funding opportunity • Qualitative discussion of maintenance needs • Qualitative discussion of inclusion of TSMO/TDM strategies

Farmington Road Concept Plan:

Design Workshop Summary

(Technical Memorandum #8)

Prepared for

Washington County

Oregon Department of Transportation (ODOT)

Prepared by

JLA Public Involvement, Inc.

123 NE 3rd Avenue, Suite 210

Portland, OR 97232

Updated January 28, 2025

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OVERVIEW

72 people attended an in-person workshop held on December 11, 2024, from 5:00-7:00 pm at the Butternut Creek Elementary School. The event was held to share the Farmington Corridor Concept and Jurisdictional Transfer Framework Plan (Farmington Road Concept Plan) with the community, including project location details. Additionally, the event provided an opportunity for community members to ask questions, share comments or concerns about the corridor, and view and provide input on the four design alternatives.

60 surveys were completed during the event and are summarized in this document (shown in Appendix B). Additionally, there was a station at the event where comments were collected on sticky notes (Appendix A). Demographic information provided in the survey is also provided (Appendix C).

Figure 1 - Attendees at the December 11 Workshop talked with staff about the draft concepts.

All promotional and workshop materials were produced in English and Spanish. A Spanish interpreter was available at the event.

To promote the project and concept design community workshop, the following outreach was completed:

- Postcard sent to all addresses within a ½ mile radius of the corridor (approx. 7,300 individuals)
- Webpage update containing event information
- Email sent to project update mailing list
- Social media campaign
- Placement in LUT News newsletter
- Media release
- Email notification to Project Advisory Committee
- Promotional materials package sent to project partners to share
    - Aloha Business Association and CPO 6 mailing lists

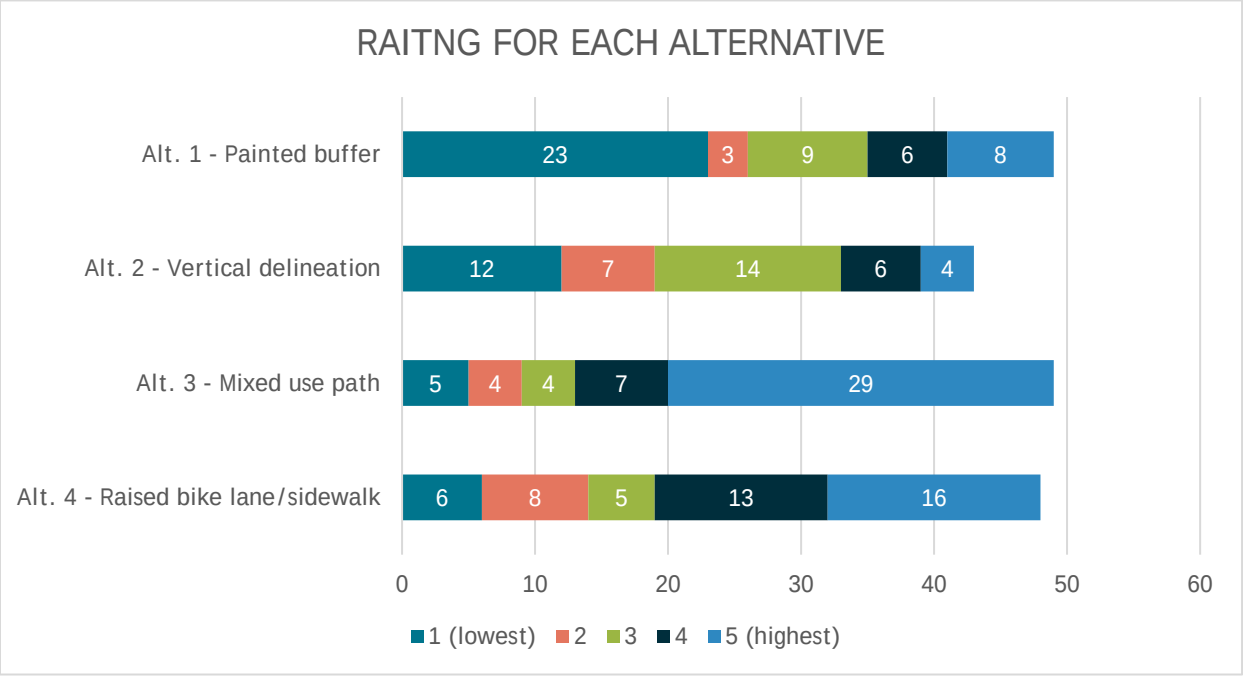
Key Takeaways

- A majority **(74%) of respondents favored a three-lane design for Farmington Road. 43% preferred** prioritizing additional lanes at major intersections. 31% preferred a three–lane design with the potential for future expansion to five lanes.

  - Of the respondents who live near or on Farmington Road, most still support 3 lanes (18), followed equally by future upgrades (13) or 5 lanes (13).
- There was no difference between those respondents that work on/near Farmington.
- For commuters on Farmington, slightly more preferred 3 lanes with a future upgrade (5) to 3 lanes (4) or 5 lanes (3).

Participants prefer Alternative 3: Buffered Multi-Use Path, followed closely by Alternative 4: Raised bike lane and sidewalk for Farmington Road. Many liked both the "buffered multi-use path" and/or "raised bike lane/sidewalk" for providing the most separation from cars. There was also some strong opposition to the "mixed use path" due to the proximity of bicycles and pedestrians. There was concern about the speed differential between the modes. Participants generally preferred separation of modes, with dedicated space for each mode.

Alternative 1: Painted Buffer received the most 1 (lowest) rating, followed by Alternative 2: Vertical delineation. Many shared they felt that both a "painted buffer" and "vertical delineation" were the least safe option for people biking due to the proximity of cars to cyclists. Additionally, a "vertical delineation" is not aesthetically pleasing and can be broken down by cars. Some cyclists preferred a "painted buffer" as the most direct route for all users but acknowledged that most less experienced riders would prefer more separation from cars.



- **Community members identified safety concerns along Farmington Road and suggested improving safety** for people driving, walking, and biking. Several repeated verbal safety concerns, included:
  - Heavy traffic congestion, particularly during peak hours.
  - Poor lighting conditions, especially at night.

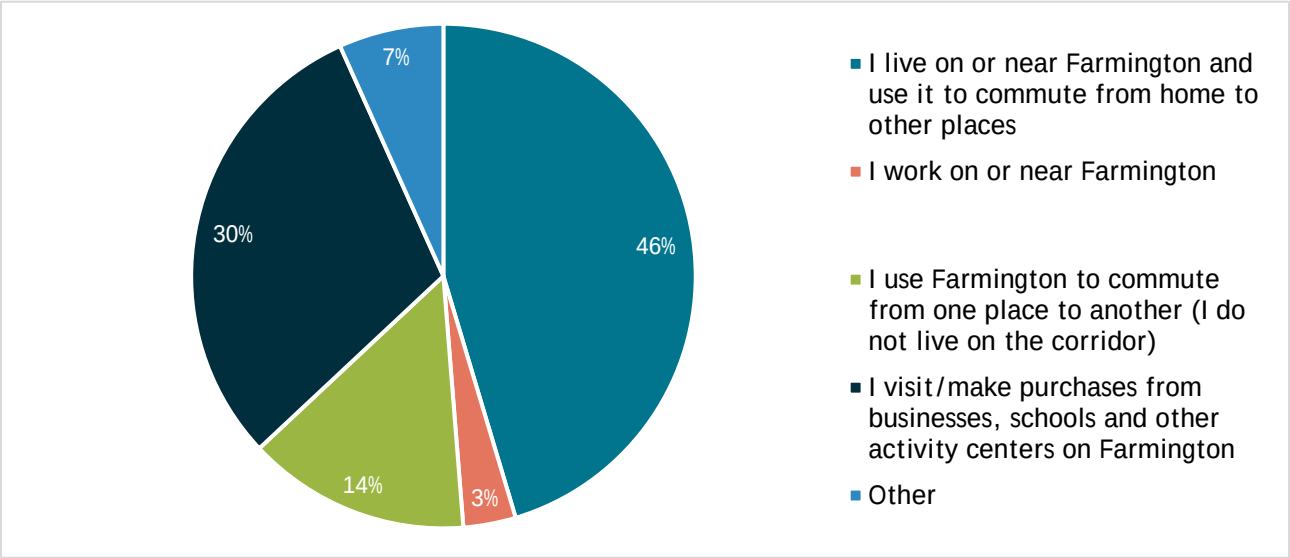
- The difficulty of making left turns, especially with no turning lane.
- The lack of consistent sidewalks, bike lanes, and crosswalks throughout the corridor.

COMMENT FORM RESULTS

The following feedback was collected from 60 written comment forms and interactive display boards completed by community members at the concept design workshop. **Not every comment form includes answers to every question, so the total will not always equal 60.*

How do you use Farmington Road?

(59 total entries – respondents could select multiple choices)



46% of respondents shared that they live on or near Farmington Road and use it to commute from home to other places. 30% visit businesses, schools, and other activity centers located on Farmington Road. 14% use Farmington Road to commute from one place to another and 3% work on or near Farmington Road.

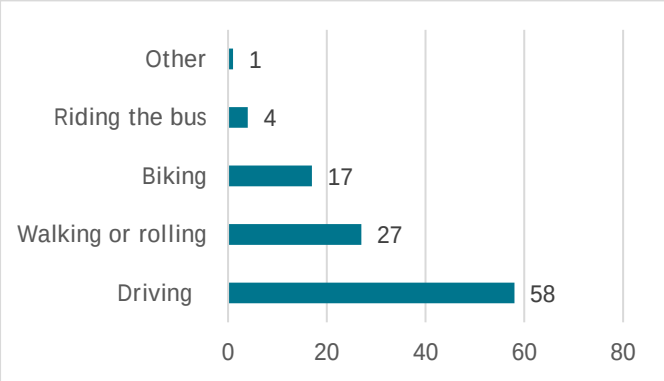
7% of the respondents cited “Other” responses for using Farmington Road, including:

- A TriMet employee driving TriMet buses on Farmington Road.
- Recreational use such as bicycling alone or with family on Farmington Road and crossing it.
- Recreational uses such as walking and running on Farmington Road for exercise, either alone or with family.
- Use Farmington Road to travel east and west frequently.

How do you currently travel on Farmington Road?

(59 total entries –respondents could select multiple choices)

Driving is the most common mode of transportation on Farmington Road, with 54% of respondents indicating they drive. Walking or rolling accounts for 25%, biking for 16%, and riding the bus for 4%. One respondent listed "other" to call out wanting to bike on Farmington Road but currently find it unsafe to do so.



What issues or concerns have you encountered while traveling on Farmington Road?

(54 total entries)

Respondents repeated these key concerns on Farmington Road:

Vehicle Traffic and Congestion (21 responses)

- Participants shared concerns about **heavy traffic** on Farmington Road. They anticipate that traffic will increase with the development of new housing projects in the area and the continued growth in South Hillsboro.
- Another concern raised was **the lack of center turning lanes throughout** the Farmington Road corridor, which often leads to traffic backups when drivers wait to turn onto side roads. Participants suggested adding turning lanes and widening the road to improve traffic flow.
- Respondents shared difficulty **entering and exiting their driveways** located on Farmington Road, two in written form and several expressed verbally at the workshop.
- **Locations where respondents experienced "bottleneck" traffic**, including Miller Hill Road near Hazeldale Elementary School and near Mt. View Middle School during morning drop-off and afternoon pick-up hours, near shopping centers, and in multiple neighborhoods that are only accessible from Farmington Road.

Poor Lighting and/or Visibility (17 responses)

Participants shared concerns about **poor lighting** on Farmington Road. Five respondents noted that certain sections of Farmington Road are excessively dark at night and create safety concerns for all road users, especially west of 185th Ave to 209th Ave. Four respondents reported poor visibility when entering and exiting 179th Ave.

Left Turn Challenges (15 responses)

Respondents driving on Farmington Road shared that **making left turns, both eastbound and westbound, can be particularly challenging**. High-speed traffic moving in the opposite direction often makes it difficult to find a safe opportunity to turn. 7 responses noted drivers

waiting to turn **onto a side road from Farmington Road** can quickly back-up traffic, especially during morning and evening rush hours since there is no center turn lane.

Left Turn challenge lanes highlighted by responses:

- 195th Avenue (6)
- Miller Hill Road (5)
- 179th Avenue (5)
- 190th Avenue (4)

Sidewalks and Crossings (21 responses)

15 Respondents expressed concern about **the lack of sidewalks on both sides** of Farmington Road. Drivers observed pedestrians walking in the road or ditch due to no sidewalks.

6 Respondents expressed concerns about **pedestrian safety at crossings**. Some noted that pedestrians often cross the road outside of designated areas due to a lack of nearby crosswalks. Others reported that existing crosswalks feel unsafe or difficult to cross them.

Bike lane quality and maintenance (7 responses)

Respondents shared concerns about **narrow bike lanes and gaps in coverage** along the corridor, often making biking extremely unsafe. Respondents also emphasized the need for improved maintenance on bike lanes to address the buildup of leaves and pine needles that create slippery conditions.

Safety (12 responses)

5 Respondents expressed concern about **high vehicle speed** on Farmington Road, **often with vehicles exceeding the posted speed limit**. Many shared the high speed makes walking and biking on Farmington Road more dangerous. In addition to the speed, 4 residents who filled out the survey and live near Farmington Road are concerned that widening the corridor could lead to a noticeable **increase in traffic noise** as more vehicles use the road.

A suggestion by 3 respondents is to **consider bus pullouts** along Farmington Road to improve safety and reduce traffic congestion. Respondents also shared crosswalks are needed near bus stops. They shared specific concerns reaching the bus stops at Rosa Road and at 190th.

Repeated safety concerns were raised at these intersections:

- 185th Avenue and Rosa Rd (7)
- 195th Avenue (6)
- Kinnaman Road (4)
- 179th Avenue (4)

What ideas do you have about how to improve this part of Farmington Road for everyone?

There were 48 responses to this open-ended question, with most pointing out safety related features that would make Farmington Road safer for all travelers.

Better experience for people walking, biking and taking the bus

19 Respondents shared their desire to see improved and connected sidewalks and bike lanes along Farmington Road. They also emphasized the need for enhanced safety features, such as more signage, lighting, reflective markers in the painted buffer area, and guard rails to keep pedestrians/cyclists safe.

8 Respondents shared existing crosswalks feel dangerous or “difficult” for people walking or biking to cross and that more crosswalks are needed. Suggestions for improving crosswalk safety included painted crosswalks at key intersections, yield lights at other crossing locations, and considering "Hawk lights" instead of traditional beacon lights at crosswalks.

5 Respondents suggested that bus stops on Farmington Rd be located outside of the main travel lane to help reduce traffic congestion and enhance pedestrian safety.

Add more safety street lighting and pedestrian lighting

9 Respondents shared their desire to see better lighting throughout Farmington Road, citing dark areas with poor visibility at night for drivers and people walking and biking. Dark areas repeatedly mentioned are between 185th Avenue to 209th Avenue.

Improve road infrastructure

5 Respondents expressed a strong need for improved turning lane infrastructure on Farmington Road by adding center turn lanes or turning lanes at key intersections. This would reduce the stress and difficulty of making left turns onto Farmington Road, or onto a side road from Farmington Road.

One respondent specifically called out removing the “hump” at 179th Avenue and installing a left turning lane at Rosa Road.

Reducing traffic safety concerns

4 respondents identified safety concerns at locations that could benefit from having a traffic signal installed or adjusted, including the intersection of Miller Hill Road, existing traffic signal at 185th Avenue, 189th Avenue, and 195th Avenue.

5 Respondents suggested a variety of measures to improve safety for pedestrians and cyclists, including lowering the speed limit, enforced speed limits and red-light violations.

Concept Design Questions

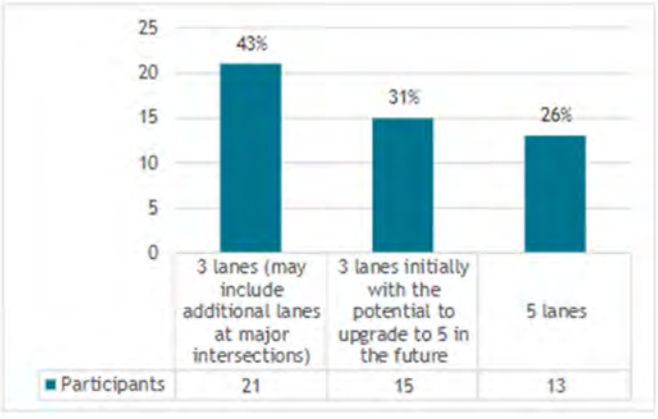
The survey presented both 5-lane and 3-lane design alternatives, each accompanied by a narrative. Participants were asked to review these alternatives and select their preferred option

Taking into consideration the above design alternatives of a 3-lane and 5 lane -select your preference for how Farmington Road could be improved:

(49 total entries)

74% of respondents preferred moving forward with a 3-lane design, first prioritizing additional lanes at major intersections, followed with the potential to update to 5 in the future.

- 43% of respondents preferred 3 lanes (may include additional lanes at major intersections).
- 31% of respondents preferred 3 lanes initially with the potential to upgrade to 5 in the future.
- 26% of respondents preferred 5 lanes.



How would you rate these options?

(56 total entries)

Overall, participants at the concept design workshop indicated **Alternative 3: Mixed-use path** was the preferred design for Farmington Road. **Alternative 1: Painted Buffer** was the least preferred receiving the majority lowest rating of "1."

Alternative	1 (lowest)	2	3	4	5 (highest)
Alt. 1 - Painted buffer	23	3	9	6	8
Alt. 2 - Vertical delineation	12	7	9	6	4
Alt. 3 - Mixed use path	5	4	4	7	29
Alt. 4 - Raised bike lane/sidewalk	6	8	5	13	16

Alternative 1: On-street Bicycle Lane with Painted Buffer – *least preferred option*

Why did you choose that rating – what do you like or dislike about this option?

Reasons respondents shared for disliking Alternative 1 include the design being the least safe option for people biking. They felt the proximity of cars, separated only by a painted line, was unsafe and could lead to crashes with distracted drivers, especially since Farmington Road is a road with a higher speed.

Reasons respondents shared for liking Alternative 1 include the design having easy construction, have minimal maintenance requirements and being straightforward for most drivers. Some shared that this design allows people biking to merge with traffic and turn left easier. The design matches other facilities on Farmington Road.

Alternative 2: On-street Bicycle Lane with Vertical Delineation

Why did you choose that rating – what do you like or dislike about this option?

Reasons respondents shared for disliking Alternative 2 include having similar safety concerns as Alternative #1 of proximity to moving vehicles at a high speed and being more expensive than #1. Some shared that the vertical delineation is not aesthetically pleasing and does not provide enough protection. There was concern vertical delineations can be broken down over time or through cars/bikes hitting them (citing the Vertical Delineation at Rosa Rd) and could require additional maintenance.

Reasons respondents shared for liking Alternative 2 include the design is safer than #1. It provides a highly visible visual separation through the barrier, so cars can stay in their lane easier, has a physical barrier, and the wider space provides wiggle room for people biking to avoid obstacles such as trash. Several respondents liked that it provides an opportunity to convert to five lanes in the future.

Alternative 3: Buffered Multi-Use Path – *preferred option*

Why did you choose that rating – what do you like or dislike about this option?

While this was the overall preferred alternative, there were respondents who listed the following concerns around this option including the design being more expensive compared to other options to build and maintain and disliking multi-use paths because people walking and biking are near each other which requires bikes to go slower and increase chances for injuries between user groups.

Most respondents share reasons for liking Alternative 3 include the design is the safest option for people biking and walking, least likelihood of a fatality with all users having their own lane. People biking have the most separation from cars, and pedestrians are separated from all wheeled traffic.

Alternative 4: Raised Bike Lane and Sidewalk

Why did you choose that rating – what do you like or dislike about this option?

Reasons respondents shared for disliking Alternative 4 shared the same concerns as Alternative #1 that cars can veer into bike path, being more expensive to build and maintain, and safety concerns with the curb itself.

Reasons respondents shared for liking Alternative 4 include the design separates people biking and walking from normal traffic height. People walking and biking are still separated, less likelihood of fatality, allows bikes to go fast as they want and attracts more people to bike or walk on Farmington Road.

Is there anything else you would like us to consider or know about the Farmington Road study area?

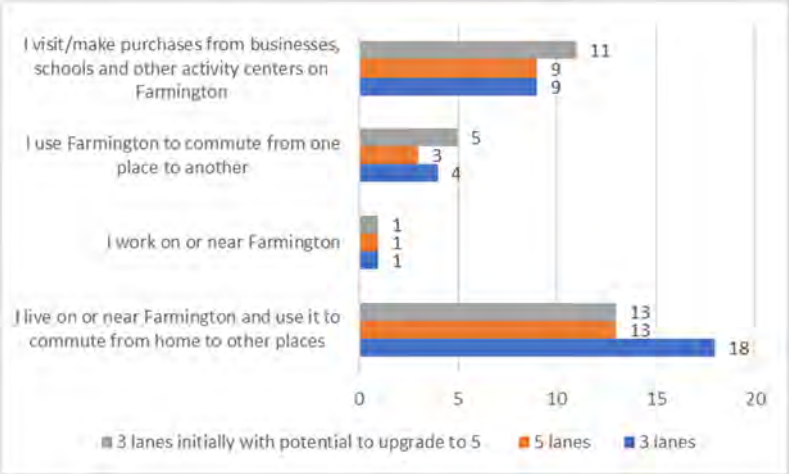
Many respondents shared their appreciation for the project and its progress being overdue. Some respondents asked questions on the impacts to their residence and commute [typed verbatim]:

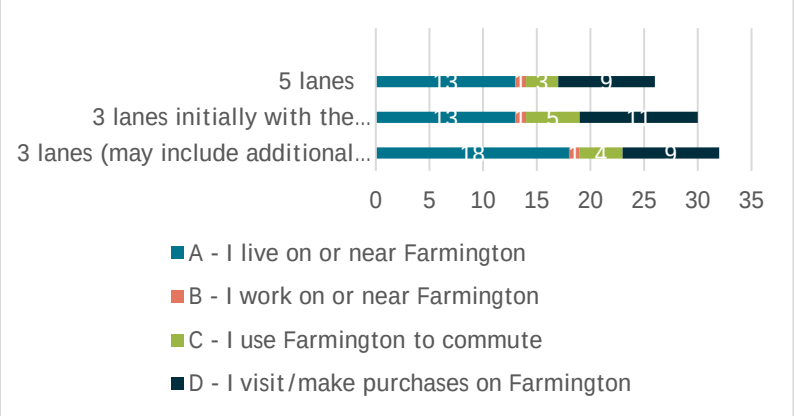
- What is the trend and predicted rate of road utilization?
- How will this project be done? In phases? Where will the construction start?
- What is your plan to manage traffic when construction is being done? And the impacts to children walking to Errol Hassell Elem. and Mt. View Middle School.
- I am interested in knowing how much land is needed to accomplish the improvements. We would like to know if some of our property (on Farmington Road) is required to complete the project.

Respondents shared additional considerations such as extending TriMet to 209th Avenue, population growth requiring 5-lane road, flooding and drainage measures, and advocating for continued safety improvements through the corridor.

Additional Data Collection

Preference for number of lanes by respondent's use of Farmington Road





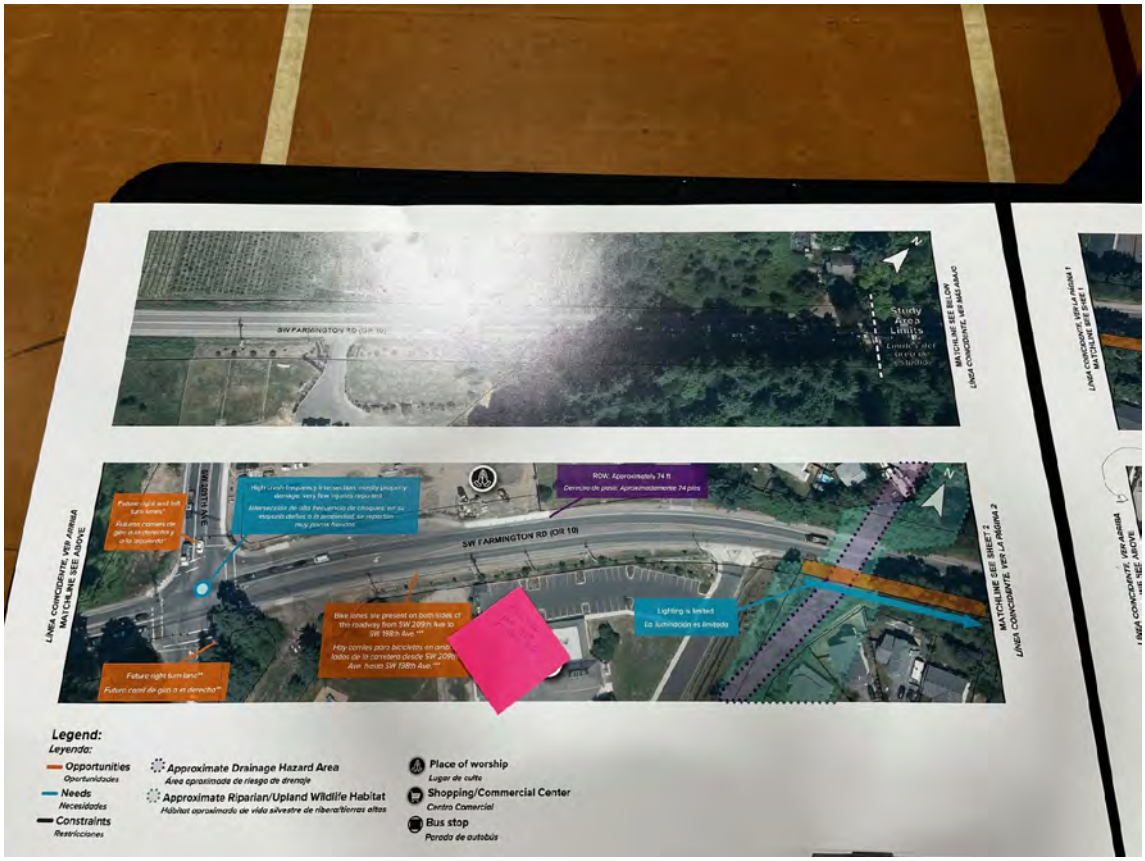
41% of respondents who live on or near Farmington Road preferred a 3-lane design (exact counts highlighted in the below chart). There was no clear preference among those who visit/make purchases, commute, or work on or near Farmington Road.

	3 lanes (may include additional lanes at major intersections)	**3 lanes initially with the potential to upgrade to 5 in the future**	**5 lanes**
A – *I live on or near Farmington*	18	13	13
B -*I work on or near Farmington*	1	1	1
C -*I use Farmington to commute*	4	5	3
D -*I visit/make purchases on Farmington*	9	11	9

APPENDIX A: WORKSHOP INTERACTIVE DISPLAY BOARDS AND ROLL PLOTS

During the design workshop, community members engaged with project team members and provided safety feedback along the project area on Farmington Road. Participants shared input on sticky notes recorded here.

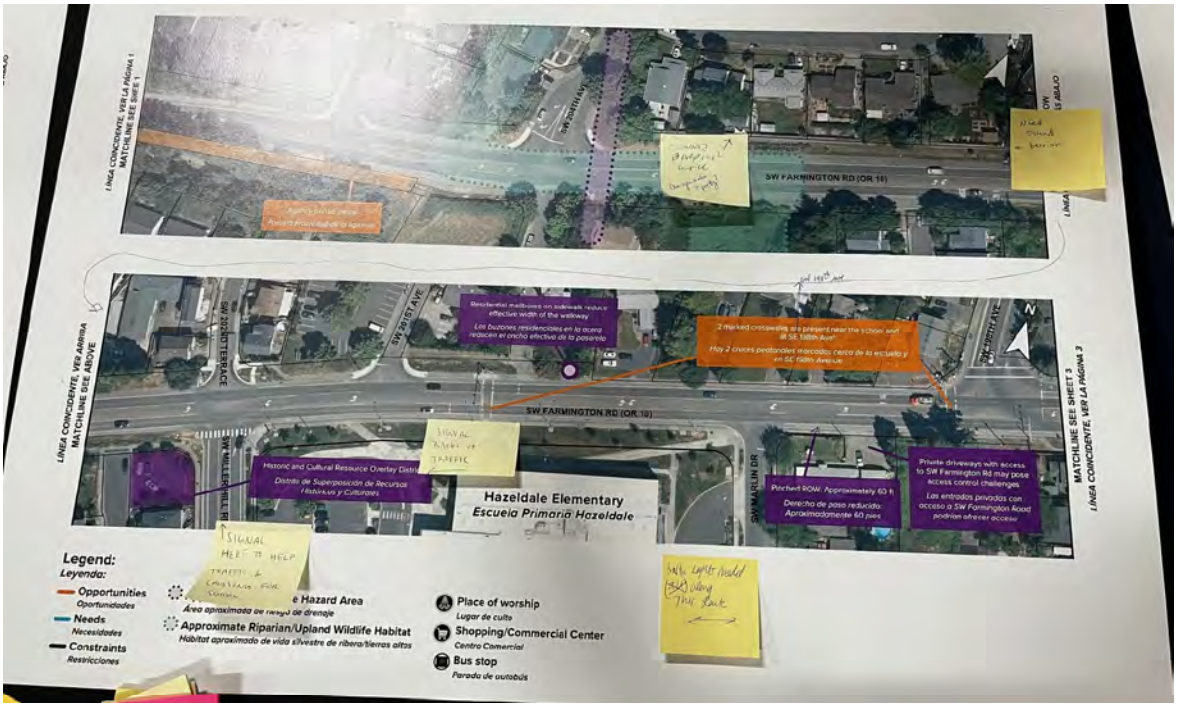
Roll Plot # 1 - Near 209th and Farmington Road



Notes

- Bike lanes past 198th on both sides.

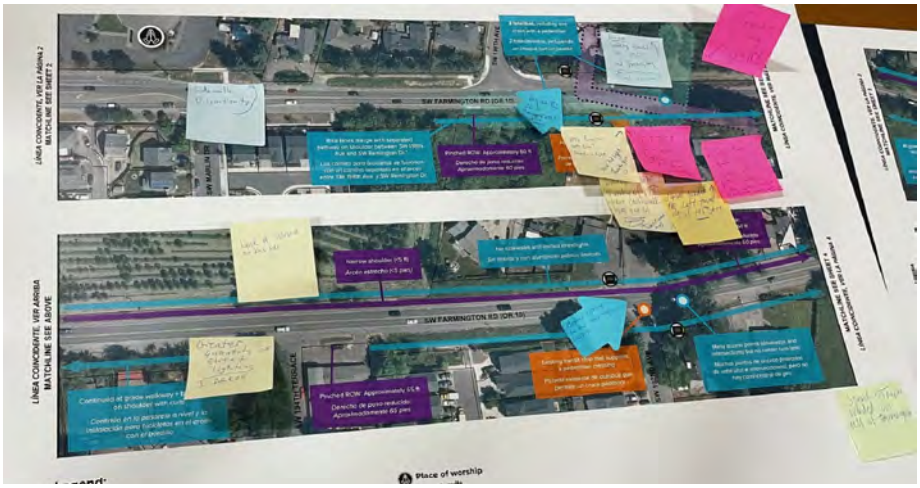
Roll Plot #2 – Farmington Road between 204th and 198th



Notes

- Sound barrier wall. Can you make it pretty?
- Need sound barrier.
- Signal backs up traffic (Pedestrian signal at Hazeldale Elementary School).
- Signal here to help. traffic and crossing for school (at Miller Hill Rd).
- Traffic lights needed along this route.

Roll Plot #3 – Farmington Road between SW Marlin Dr and 192nd



Notes

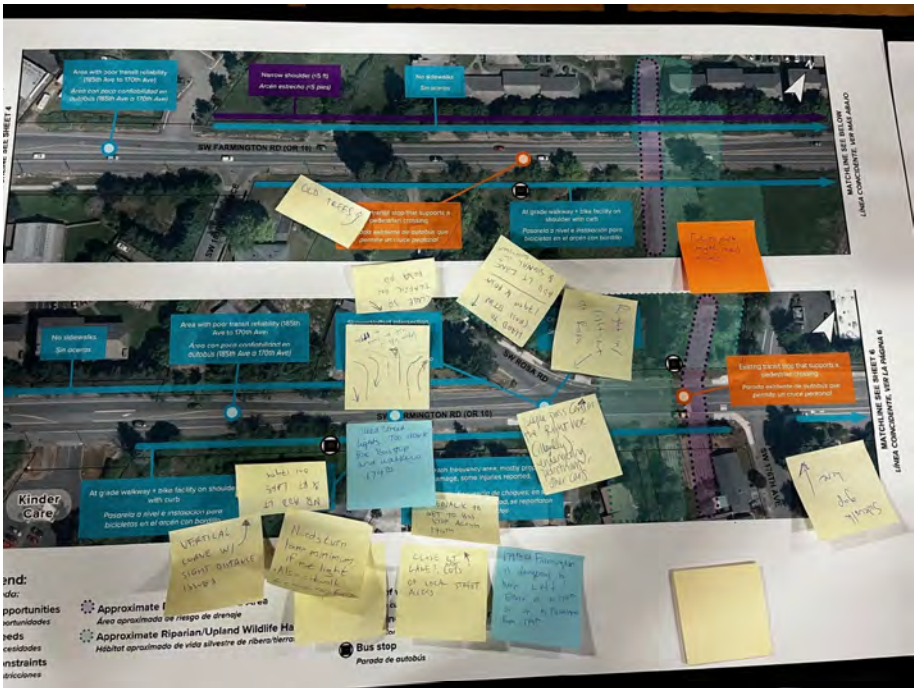
- Sidewalks discontinuity.
- Lack of sidewalk on this side (south/north side).
- Greater quantity of street lighting needed.
- Huge safety issue at 195th and Farmington. New signal location?
- RRFB has compliance issues.
- Very dangerous left turn. Needs a light (195th Ave).
- New Ped Light. Thank you! (195th Ave)
- Challenging left turn in + out. Frequent crash and pedestrian death site.
- 2-way bike traffic on south side path causes safety issues.
- Signal needed for left turn out of 195th.
- Drainage issues at entry of 195th where crosswalk was put in.
- Better lighting for bus stops and/or crosswalk (near 192nd Ave).
- Speed 35 mph needed on all of Farmington.

Roll Plot #4 – Farmington Road between 190th and 185th Ave

Notes

- Very hard to turn left (190th Ave).
- Sidewalk between 189th - 192nd on W side.
- Traffic light @ 189th or 2 way turn lane. Left challenging turning lane.
- Hart Road and 185th is unsafe, not up to standard.
- Pedestrian crossing at night, hard to see.
- Need pedestrian crossing (west of 185th).
- Need TSP (Transit signal priority).
- What is wrong with the traffic lights @ SW 185th and Farmington? Evening rush hour. backs traffic (westbound) up from 185th to Rosa Rd.

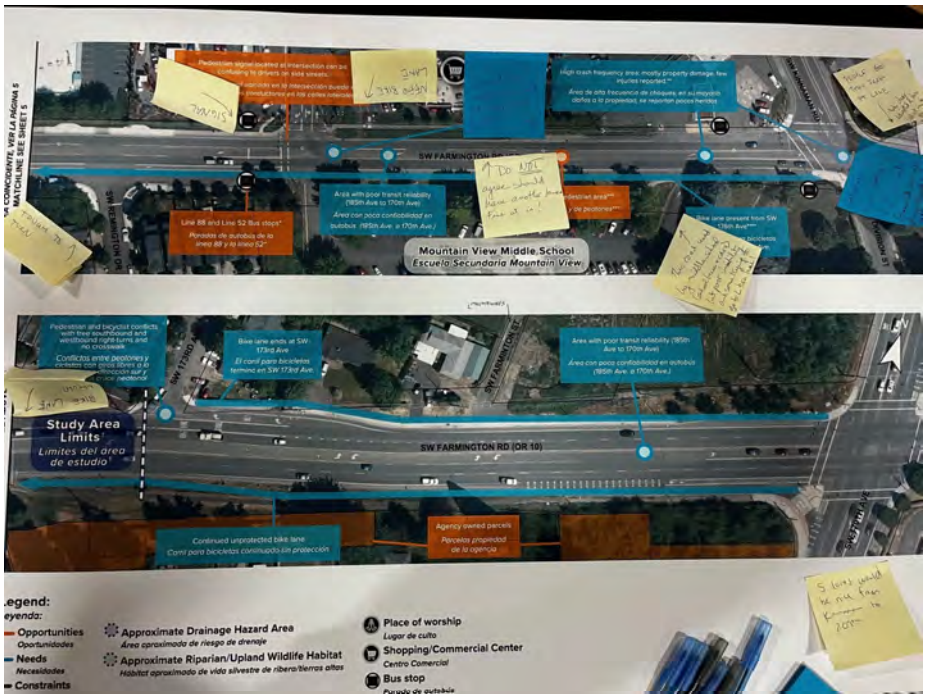
Roll Plot # 5 – Farmington Road between 185th and 176th Ave



Notes

- Old trees near 103rd Terr.
- Future park might need access.
- Close SB traffic on Rosa Rd.
- Separate left turn lanes on 179th
- Hard to cross at 179th. and Rosa Rd.
- Add left lane and signal or roundabout (179th/Rosa).
- Right in/Right-out at Rosa Rd.
- Vertical curve with sight distance issues.
- Needs turn lane minimum, if not light (179th). Also sidewalk and crossing for 179th.
- Need streetlights: too dark for bus stop and walkers at 179th.
- Sidewalk to get to bus stop along 179th.
- Close left turn lane? (near 179th) Not lots of local street access (note: possibly mean prohibit left turns?)
- 179th Farmington is dangerous to turn left! Either on to 179th or on to Farmington from 179th.
- Separate left and right turn lanes on 179th.
- NB add LT and RT lanes on 179th.
- People pass cars on the right here(illegally) endangering pedestrians and other cars (WB at Rosa).
- Sidewalk gap here (south side, east of 176th).

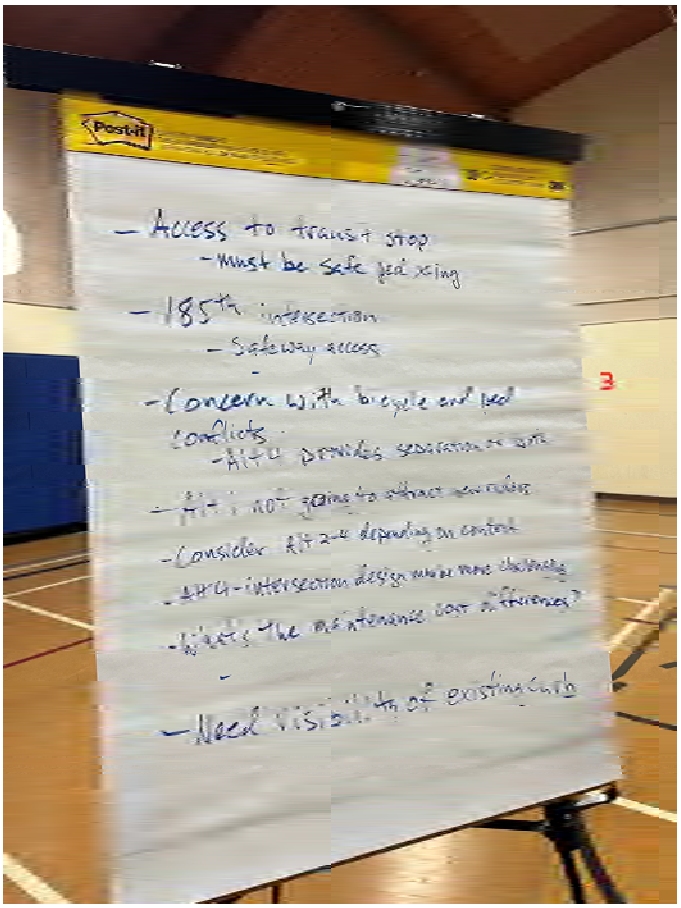
Roll Plot # 6 – Farmington Road between Remington Rd and 170th Ave



Notes

- Tough to turn.
- Signal (at shopping center driveway/Mt. View Middle School ingress driveway).
- Need bike lane.
- Should be another lane and not funnel into a single lane (west of Kinnaman Rd).
- Do NOT agree with “should have another lane (west of Kinnaman Rd.)” Fine as is!
- This road used by Middle School (school leaves + cars) but poor visibility and some trying to go left turn lane!
- People go through right lane.
- Pedestrians vs cars turning right on red.
- Bike lane needed.
- 5 lanes would be nice from Kinnaman Rd to 209th.


Farmington Road Concept Plan
Plan Conceptual de Farmington Road
Department of Land Use & Transportation
FARMINGTON ROAD
CONCEPT PLAN
Oregon Department of Transportation
WHERE DO YOU LIVE?
Take a colored dot and place it on the map to show where you live.
¿DÓNDE VIVE USTED?
Tome un punto de color y colóquelo en el mapa para mostrar dónde vive.


Post-it
- Access to transit stop
- Must be safe ped xing
- 185th intersection
- Safeway access
- Concern with bicycle and ped conflicts
- Need visibility of existing curb

APPENDIX B: COMMENT FORMS

- See PDF for comment form scans.
- See Excel for typed responses.

APPENDIX C: DEMOGRAPHICS

Which County do you live in?

Washington County	50
Multnomah County	0
Clackamas County	0

Which ZIP code do you live in?

97007	28
97078	19
98078	1
97123	1
97079	1
97005	1
97003	1
Total	52

Which of the following best represents the annual income of your household before taxes?

Less than $10,000	0
$10,000 to $19,999	0
$20,000 to $29,999	0
$30, 000 to $39,999	1
$40,000 to $49,999	1
$50,000 to $74,999	5
$75,000 to $99,999	5
$100,000 to $149,999	15
$150,000 or more	9
Don't know / Prefer not to answer	14
Total	50

How many children under the age of 18 live in your household?

No children	45
1	4
2	3
Prefer not to answer	1
Total	53

Which of the following includes your age?

25-34	5
35-44	6
45-54	5
55-64	7
65-74	19
75 or older	8
Prefer not to answer	3
Total	53

How do you identify your gender?

Man	25
Woman	23
Non-binary, gender queer or third gender	1
Prefer not to answer	4
Total	53

What language or dialect is used most in your home?

English	52
Spanish	2
Other: Hindi	1
Prefer not to answer	1
Total	56

Within the broad categories below, where do you place your racial or ethnic identity?

White	41
Black or African American	2
Hispanic or Latino/a/x	2
Asian or Asian American	1
Prefer not to answer	6
Total	52

Do you live with a disability?

No disability	38
Prefer not to answer	4
Difficulty hearing	3
Difficulty seeing	1
Difficulty walking, climbing stairs and/or use a wheelchair or walker	5
Other*	2
Total	53

* Others listed: Getting older and Auditory Disorder

PROJECT ADVISORY COMMITTEE MEETING #2 SUMMARY

November 6, 2024, from 5:00-6:30 p.m.

Hosted virtually

ATTENDEES

PAC Members:

Commissioner Nafisa Fai (Chair)
Laurie Coffman, CPO 6
Ian Grant, Community member
Scott Hartranft, Community member
Sarah Iannarone, The Street Trust
Nansi Lopez, Centro Cultural *(absent)*
Juan Pedro Moreno Olmeda, Unite Oregon
Jeff Pazdalski, Westside Transportation Alliance
Scott T. Rennie, Aloha Business Association
Nancy Romo, Community member *(absent)*
Layton Rosencrance, AARP *(absent)*
Ken Seymour, CCI *(absent)*
Stephanie Turner, Oregon DOT
Sara Westersund, Oregon Walks

Audience:

None.

Staff:

Julie Sosnovske, Washington County
Dyami Valentine, Washington County
Stephen Roberts, Washington County
Chris Lueneburg, Washington County
Reah Flisakowski, DKS
Mallory Anderson, JLA Public Involvement
Brandy Steffen, JLA Public Involvement
Tuyen Ta, JLA Public Involvement
Glen Bolen, ODOT

SUMMARY

Overall, PAC members were supportive of the initial maps showing opportunities and constraints for the corridor. They provided recommendations for making the roadway safer for all modes of transportation, particularly for students walking and biking to nearby schools. They were most supportive of the alternatives that provided separation between bicycles/pedestrians and motor vehicles and those with wider/more space for these active transportation options.

MEETING CONTENT AND CONVERSATIONS

INTRODUCTIONS

Commissioner Fai, Washington County, welcomed the group and acknowledged today's 2024 presidential election results.

Mallory, JLA Public Involvement, facilitated the meeting. PAC members and staff did introductions.

PROJECT PROGRESS

Julie, Washington County, shared the project timeline, revised tech memos, and summer community engagement results. Staff were at three Farmers Markets in Aloha and Beaverton. Key themes from the conversations were driver and cyclist behaviors, safety, traffic congestion, and cost.

There have been recent improvements to Farmington Road. 195th has a new pedestrian crossing—a rectangular rapid flashing beacon (RRFB) - and 196th has new ADA sidewalk improvements. **Commissioner Fai** highlighted that these improvements happened because members of this group spoke out and raised the visibility. She thanked the group for their continued work.

OPPORTUNITIES AND CONSTRAINTS

Reah Flisakowski, DKS, shared opportunities and constraints.

Slide 1: 209th (High crash frequency intersection. Mostly property damage reported)

- **Julie** shared that Washington County recently re-striped this area to include buffered bike lanes.
- **Scott Rennie** asked whether the right of way north of 209th is public or privately owned?
- **Reah** shared that there is 74ft for the right of way here, and the rest is private.

Slide 2: Between 204th and 198th

No questions.

Slide 3: Between SW Marlin Dr and 192nd

Two fatalities in this area, one with a pedestrian near 196th Ave.

- **Scott Hartranft** shares on the north side, and property next to the church is an area of concern. There is no sidewalk—request to complete the sidewalk if possible, rather than pedestrians running onto private property or the street area.
- **Stephen Roberts, Washington County,** shares the "Hazeldale Park" parcel is private property that is under consideration for an affordable housing development. The park property is further north.
- **Stephanie Turner, ODOT,** shares that ODOT has had this plan for a five-lane section for a long time. When new development comes into the area, ODOT gets the donation of property and puts it in sidewalks. All existing sidewalks would support a future five-lane build section.

Slide 4: Between 190th and 185th Ave

No questions.

Slide 5: Between 185th and 176th Ave

- **Scott Hartranft** suggests closing Rosa Rd to vehicle traffic. People often use it as a bypass to avoid the 185th congestion.
- **Reah** shared that they considered this or "right in, right out," but they are concerned about the lack of local street connectivity and people driving on other local streets instead. Mindful of the outcomes.

Slide 6: Between Remington Rd and 170th Ave

High-crash-frequency areas at the commercial driveway and Division St intersection

- **Ian Grant** shared that these locations with high vehicle traffic also have high pedestrian traffic, particularly near Mountain View Middle School. Kids are biking and walking to school in areas with very few pedestrian crossings. Request more pedestrian crossing considerations here.

INITIAL SCREENING/PROPOSED CROSS-SECTION CONCEPTS

Reah shared the concept development process, modal recommendations, and other design considerations.

- Motor vehicles - road widening is recommended at three intersections: 185th, 179th Ave/Rosa Rd, and Kinnaman Rd.
- Pedestrians - complete sidewalks ranging from 8-ft (typical) to 6 ft (minimum).
- Bicyclists - three options include on-street bicycle lanes with painted buffer, raised cycle lanes, and cycle lanes next to the sidewalk.

Alternative 1: On-street bikes with buffers

- **Ian Grant** shares concerns with bike lanes with just painted buffers, since the road has fast-moving traffic, it does not invite biking for less confident riders, kids, or those who are not used to riding. He would like to see more separation.
- **Sarah Iannarone** agrees, especially in school zones**.** She suggests separating pedestrians and bicyclists from vehicle traffic by planting trees themselves—shorter trees to serve as the buffer or treatment.

Alternative 2: On-street bikes with vertical delineation

- **Scott Hartranft** asked if, in the case of moving from 3 to 5 lanes, you would be moving the planting strip?
- **Reah** said yes. The planting strip currently shows a row of trees, but it could be something else. For example, shrubs, rain gardens, widened transit curbs, etc.
- **Jeff Pazdalski** asked how these cross-sections would accommodate transit stops in terms of their placement. Would the bus be stopping in the travel lane? How would the bike lane interact with transit stops?
- **Reah** said TriMet has guidance for incorporating transit stops with the bike treatment when they are next to the curb. This detail will be included in the next round of refinements.

Alternative 3: Raised bike lane (satisfies highest threshold of ODOT guidance)

- **Sarah Iannarone** suggests a design consideration in that top cross-section: we might want to go to wider bike lanes than 6 feet to accommodate faster-moving micro-mobility. In the future, we will see increasing e-mobility of all raised lanes, but also wide enough to accommodate passing or slower-moving rollers.
- **Ian Grant** appreciates alternative 3 and prefers the 35 width curbs to discourage excessive speeding and street racing.
- **Stephanie Turner** asked if in the fully donated sections where we do have the most right of way, if we have a hundred feet for a cross section to support 5 lanes?
- **Reah** said yes, some locations on the corridor are pinch points. A 100 ft does not fit almost all the existing right of way and probably we'd need frontage on both sides dedicated to make that happen.
- **Jeff Pazdalski** shared that based on feedback, alternative 3 would be the best option with the height difference for the cyclists separating them from the automobile traffic, the

separation between pedestrians and bicyclists, and providing the most comfortable active transportation options.

- **Reah** shared some of the feedback from maintenance and the public works is the raised bike lane is much harder for them to maintain instead of using a typical street sweeper. It will double the man hours to get the work done, and long-term concerns on funding for the maintenance. If this is something we built, we would want to make sure that there's support for getting the right equipment and getting the right funding for maintenance.
- **Jeff Pazdalski** asked if they raised the same concerns with Alternative 2? With the physical divider in the buffer between traffic and bikes, it seems like maintenance still wouldn't have the ability to make that one pass and clean it.
- **Reah** said yes, the same challenges.
- **Scott Hartranft** asked, presumably, if the bike lanes would need less maintenance if they're getting less travel and heavy traffic, so I certainly agree it'd be harder to maintain if it's a narrower strip. But you might not need to maintain as much?
- **Reah** shares that it's about sweeping and keeping the leaves and everything out because it's closer to the planter strip, gets dirtier, and bikes are much more vulnerable to debris.
- **Ian Grant** shared that the city of Portland has heavily reduced the number of candlesticks because they have to replace them frequently. If maintenance costs are a consideration, concrete might be worthwhile in the long run. **Laurie Coffman** suggested more TriMet buses and stops past 209th and Farmington Rd. **Dyami Valentine** shared there have been discussions about future opportunities for expanding TriMet services, but they are not part of their near-term priorities (next five years). The county will continue to advocate and work with TriMet to materialize.
- **Julie** shared that Route 52 on Farmington Rd is slated for frequent services as part of Forward Together. There is a high-capacity transit study, and this corridor is ranked high for the County.

Commissioner Fai shared that these conversations will continue with TriMet, and thanked everyone for being here.

PUBLIC COMMENTS

No Public Comments

NEXT STEPS

Design workshop: Wednesday, December 11, 2024, at 5-7 pm @ Butternut Creek Elementary

Next Meeting: Early 2025