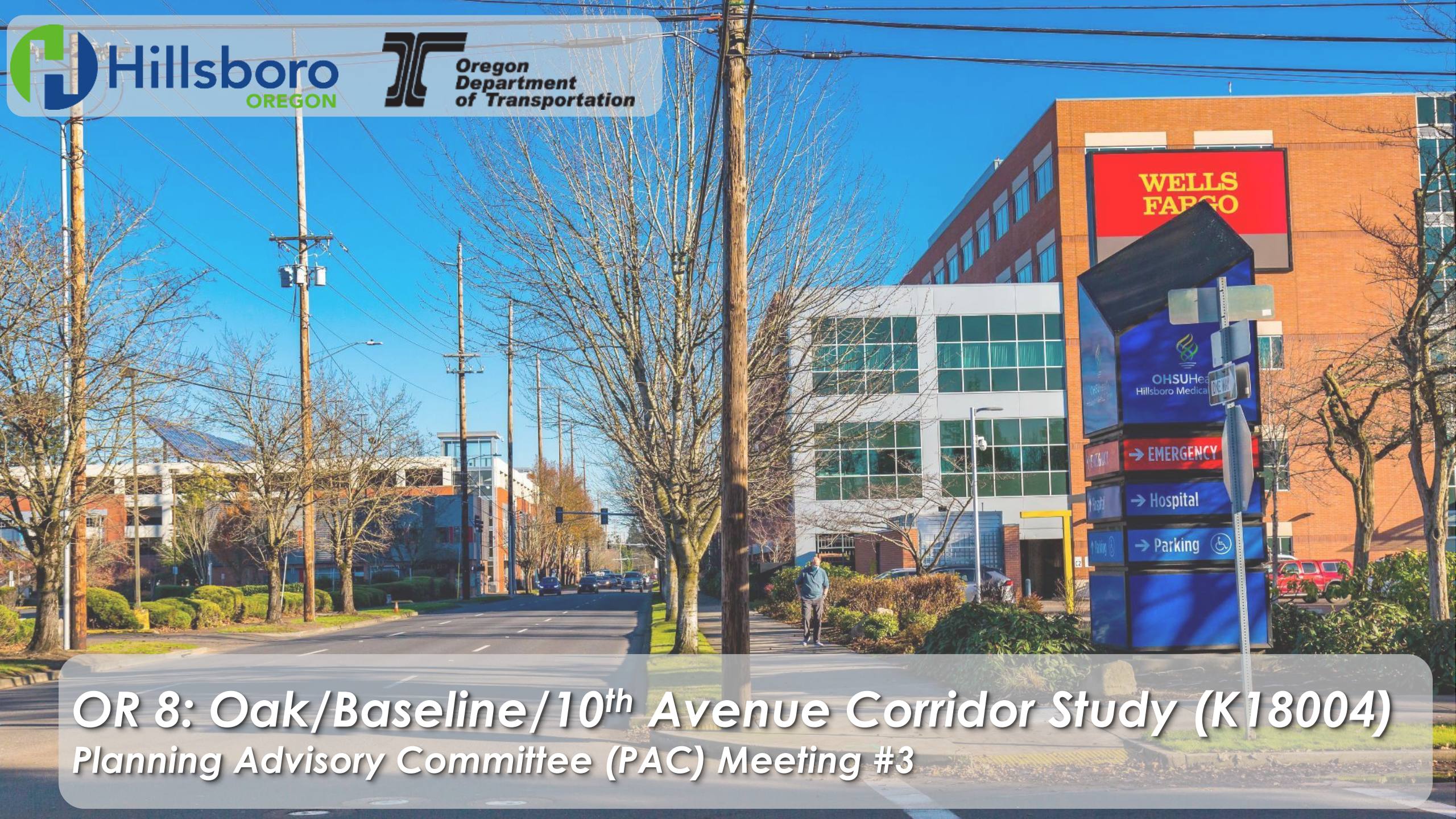


Hillsboro OREGON

Oregon Department of Transportation

OR 8: Oak/Baseline/10th Avenue Corridor Study (K18004)

Planning Advisory Committee (PAC) Meeting #3

PAC Meeting Agenda

- Introductions
- Work Completed to Date
- TM#2 – Transportation Existing Conditions and Future No-Build Memorandum
- Preview of TM#3 – Evaluation Criteria and Performance Measures
- Upcoming Virtual Community Workshop
- Next Steps

KITTELSON & ASSOCIATES

Introductions

- Name
- Representing agency/organization
- Role

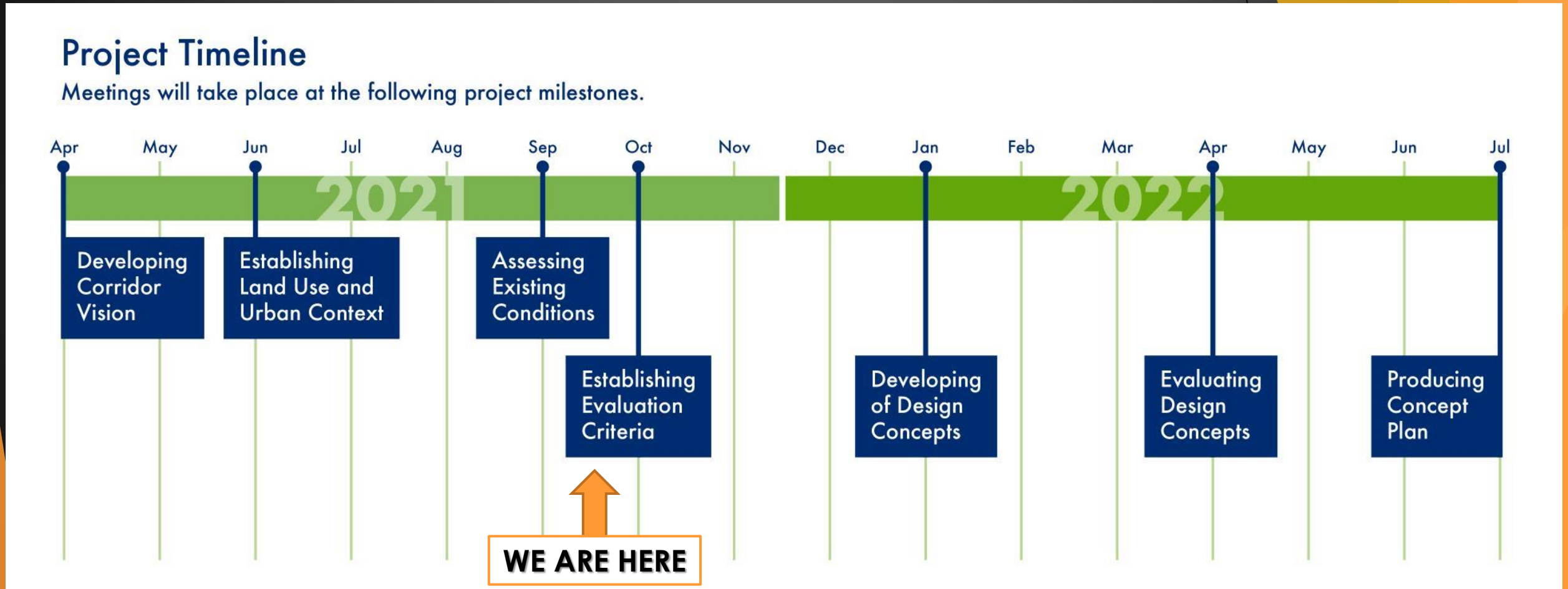
KITTELSON & ASSOCIATES

Work Completed to Date

- **Final TM #1** – Land Use & Urban Design Assessment
- **Final Corridor Vision**
- **PMT Corridor Designation** – Future Traditional Downtown/Central Business District
- **Draft TM#2** – Transportation Existing Conditions and Future No-Build Memorandum

KITTELSON & ASSOCIATES

Project Schedule



KITTELSON & ASSOCIATES

Corridor Vision

The Oak/Baseline/10th Avenue Corridor positively contributes to the identity and sense of place, as desired by residents, workforce, business owners, and visitors to Downtown Hillsboro. People of all ages and abilities feel safe and comfortable along and across the corridor, which ultimately contributes to a vibrant and livable community through intentionally designed facilities and amenities that reflect the values of the community.

The size, mix, and speed of transportation facilities (sidewalks, bike lanes, motor vehicle travel lanes, and transit amenities) are well-suited to the adjacent land uses and character of each corridor segment. Motorist speeds are managed to optimize pedestrian and bicycle activity, keeping decibel levels low enough for pedestrian conversations. While mobility for motor vehicles and freight are necessary to the function of this corridor, along this segment, the comfort, safety, and appropriate accommodation of alternative modes of transportation is a priority.

TM#2 – Transportation Existing Conditions and Future No-Build Memorandum

- Summary
- Key Findings
- Primary Revisions/Updates
- Final Input & Conclusions

KITTELSON & ASSOCIATES

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

TECHNICAL MEMORANDUM #2

Date: September 15, 2021 Project #: 23021.015
To: Matthew Novak; Oregon Department of Transportation
Karla Antonini; City of Hillsboro

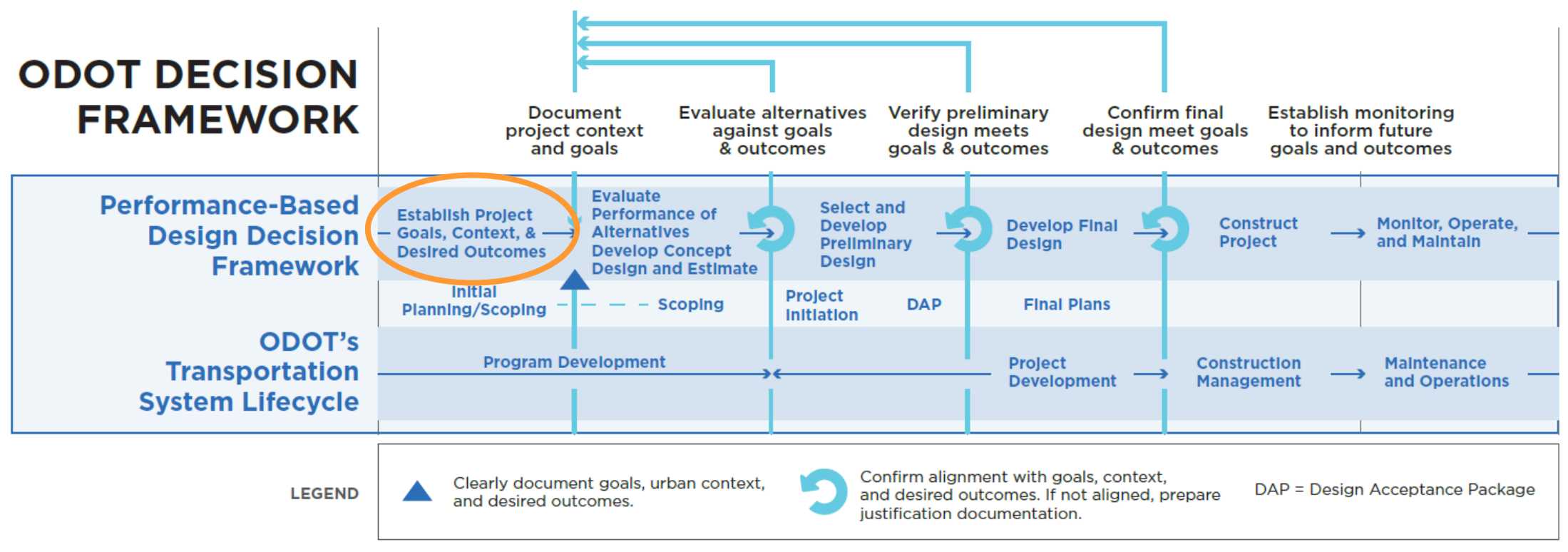
From: Nick Gross, Amy Griffiths, Sophia Semensky, Phill Worth, Anthony Yi, PE, Kittelson & Associates, Inc.
Kayla Fleskes, PE, Charlie Henry, Randy Johnson, PE, PTOE, DKS Associates

Project: OR 8: SW Adams Ave. SE 10th Ave and SE Baseline – SE Maple St. (K18004)
Subject: TM #2: Transportation **Existing Conditions and Future No-Build**

TABLE OF CONTENTS

FILENAME: HTTPS://KITTELSONASSOCIATES-MY.SHAREPOINT.COM/PERSONAL/AGRIFFITHS_KITTELSON_COM/DOCUMENTS/DESKTOP/TM2_EXISTINGCONDITIONSANDFUTURENO-BUILD-PG1.DOCX

TM#2 – Summary



KITTELSON & ASSOCIATES

TM#2 – Key Findings

- PMT chose **Traditional Downtown/Central Business District** as the future context for the entire corridor

Mode	Motorist	Freight	Transit	Bicyclist	Pedestrian
Modal Priority (Traditional Downtown/ CBD)	Low	Low	High	High	High

"To best serve all users, vehicle speeds should be 25 mph or below, and higher levels of congestion are expected. Transit stops should be placed at frequent intervals, and transit priority treatments can help with transit mobility, even in congested conditions. Bicycle and pedestrian facilities should be relatively wide and comfortable to serve anticipated users. Curbside uses are important and may include loading/unloading, parking (vehicles, bicycles, etc.), and other uses. Landscaping and street trees, following ODOT placement and spacing guidelines, are appropriate in this context." – Blueprint for Urban Design

KITTELSON & ASSOCIATES

TM#2 – Key Findings

- **Urban Mix**

Mode	Motorist	Freight	Transit	Bicyclist	Pedestrian
Modal Priority (Urban Mix)	Medium	Low	High	High	High

"To best serve all users, vehicle speeds are typically 25 to 30 mph, and higher levels of congestion are acceptable. Transit stops should be placed in proximity to origins and destinations. Bicycle and pedestrian facilities should be relatively wide and comfortable to serve anticipated users. Where low speeds cannot be achieved, practitioners must consider a buffer between travel lanes and bicycle and pedestrian facilities. Curbside uses are important and may include loading/unloading, parking (vehicles, bicycles, etc.), and other uses. Landscaping and street trees, following ODOT placement and spacing guidelines, are appropriate in this context." – Blueprint for Urban Design

KITTELSON & ASSOCIATES

TM#2 – Summary

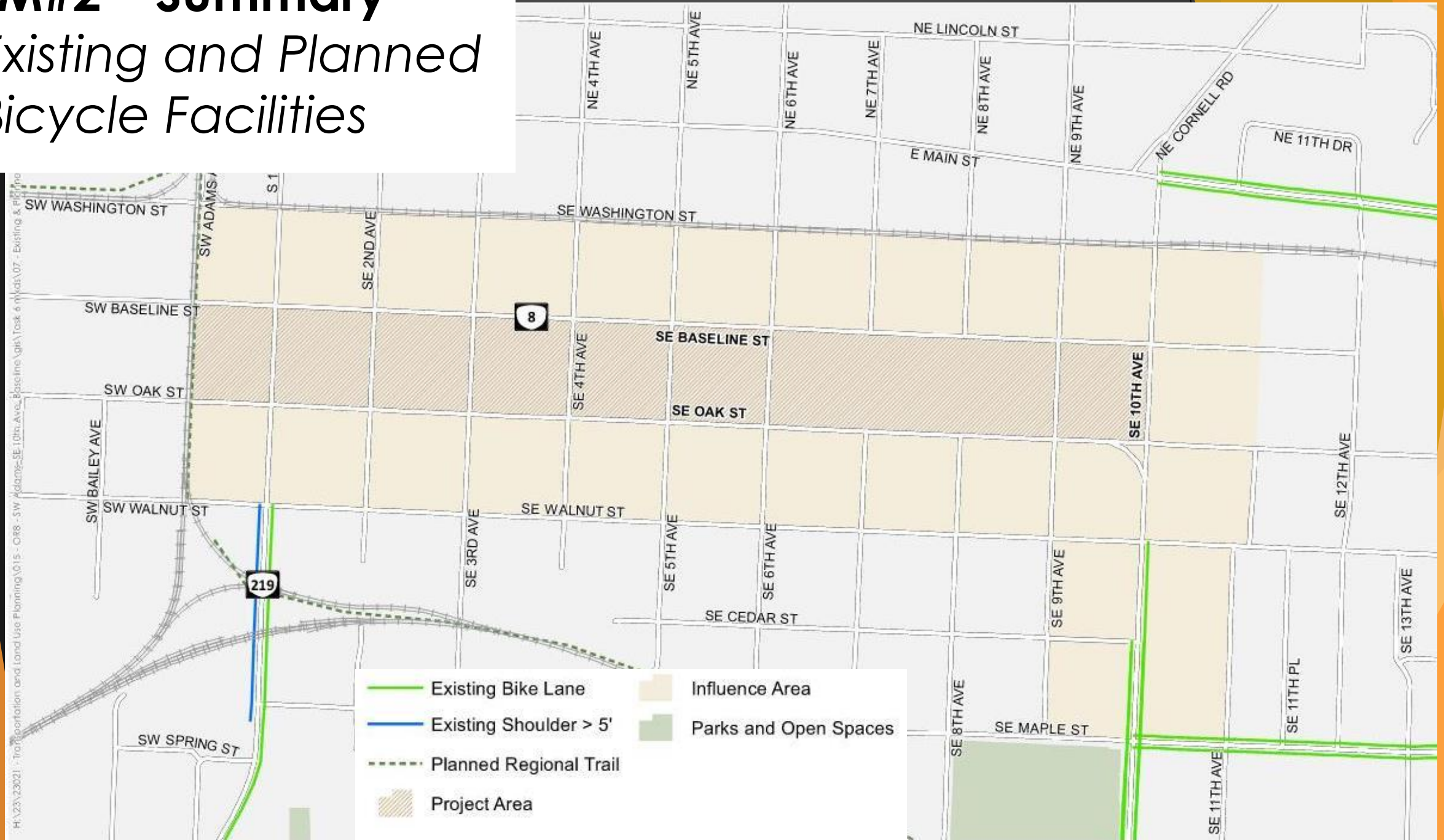
Existing and Planned Pedestrian Facilities

TM#2 – Summary

ODOT Pedestrian Ramp Inventory

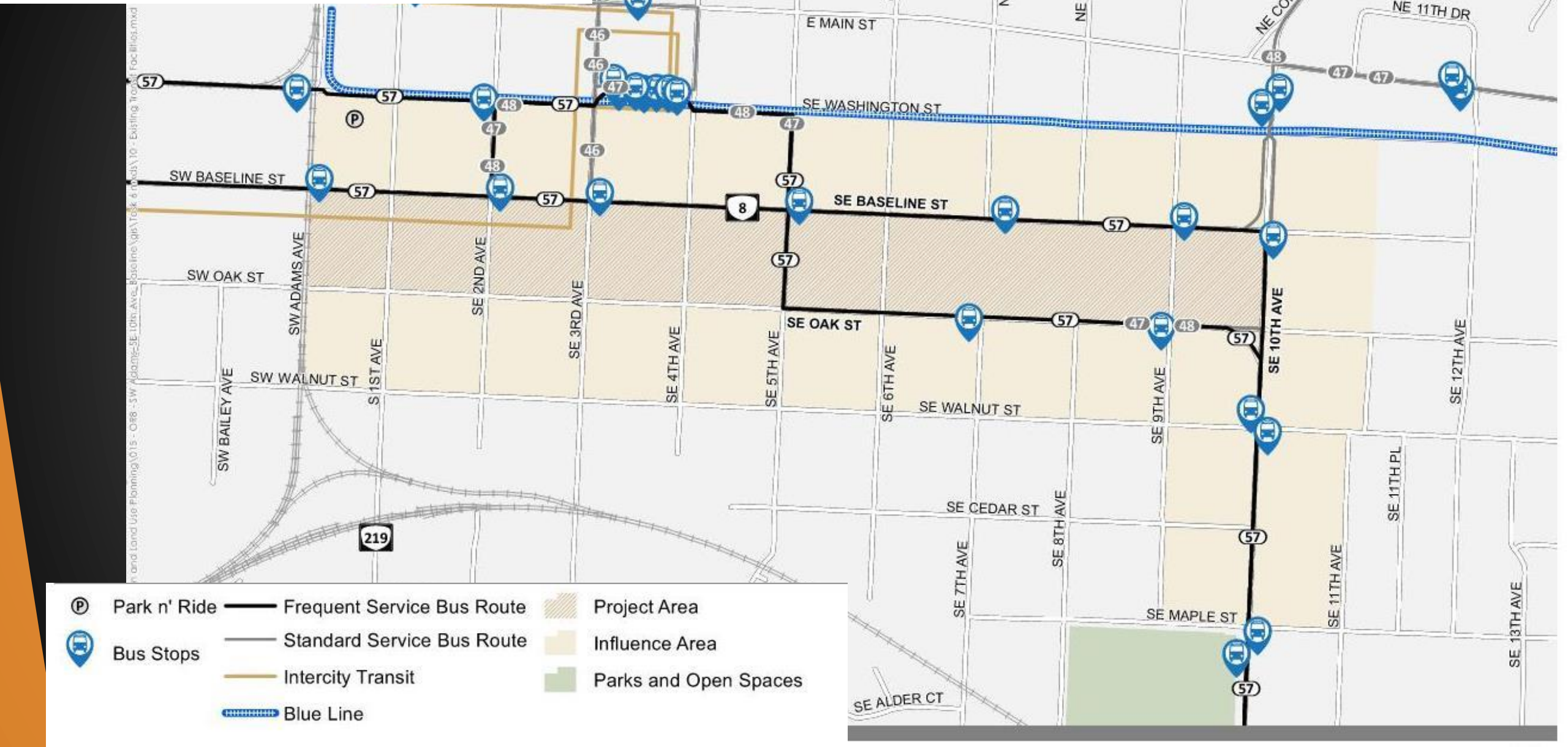
TM#2 – Summary

Existing and Planned Bicycle Facilities



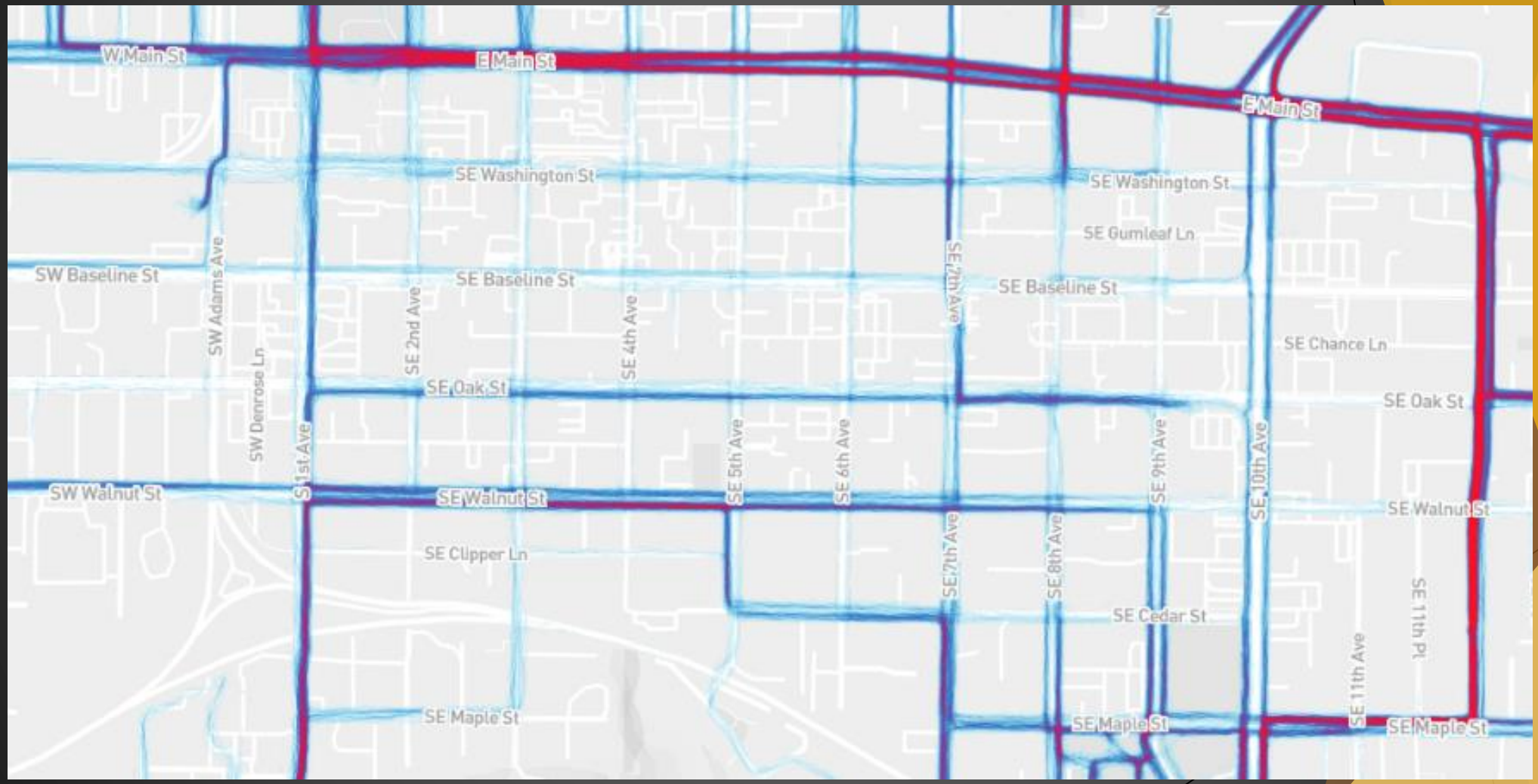
TM#2 – Summary

Existing Transit Facilities



TM#2 – Summary

Existing Pedestrian Activity



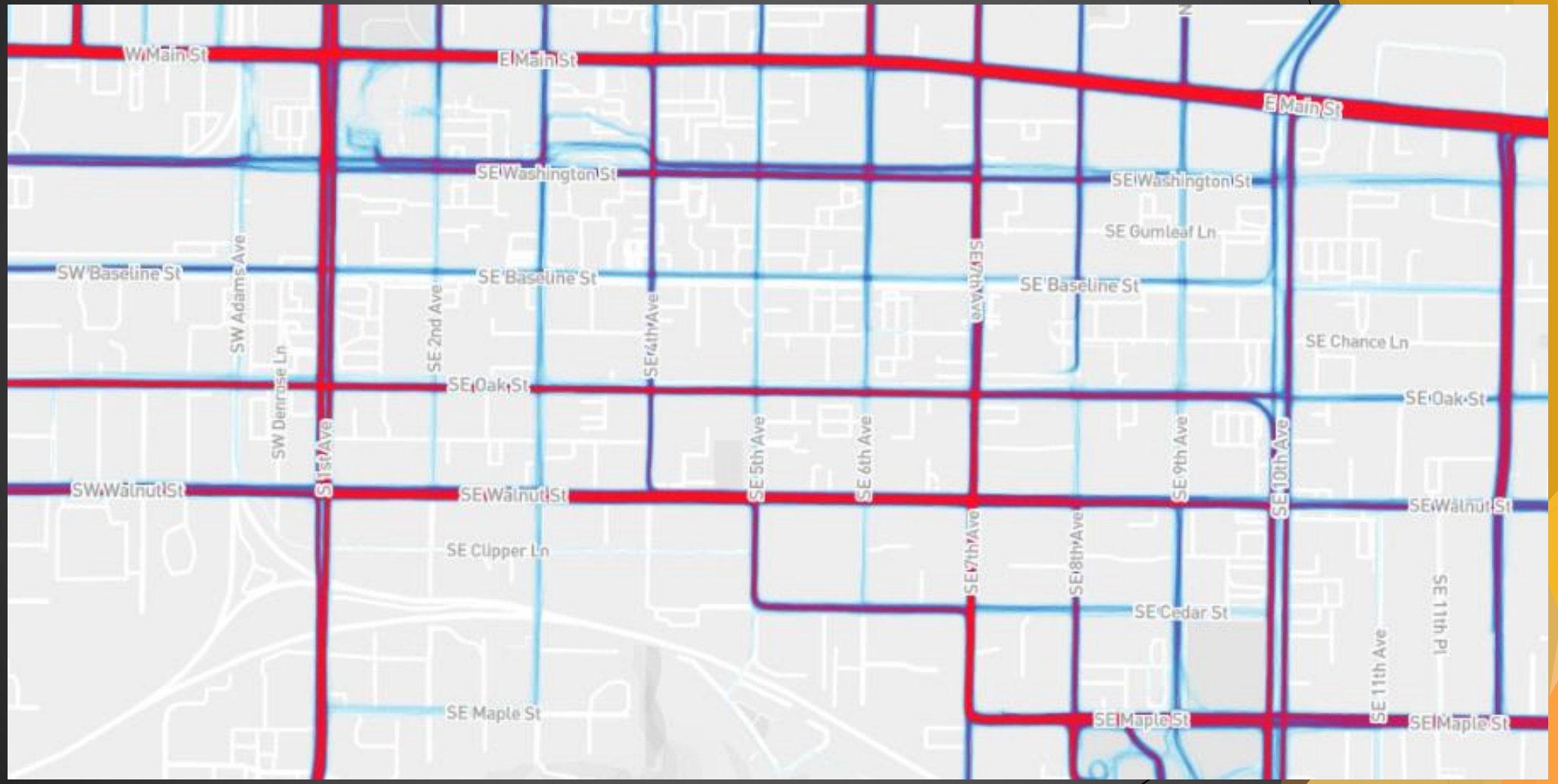
KITTELSON & ASSOCIATES

Lower Activity

Higher Activity

TM#2 – Summary

Existing Bicyclist Activity



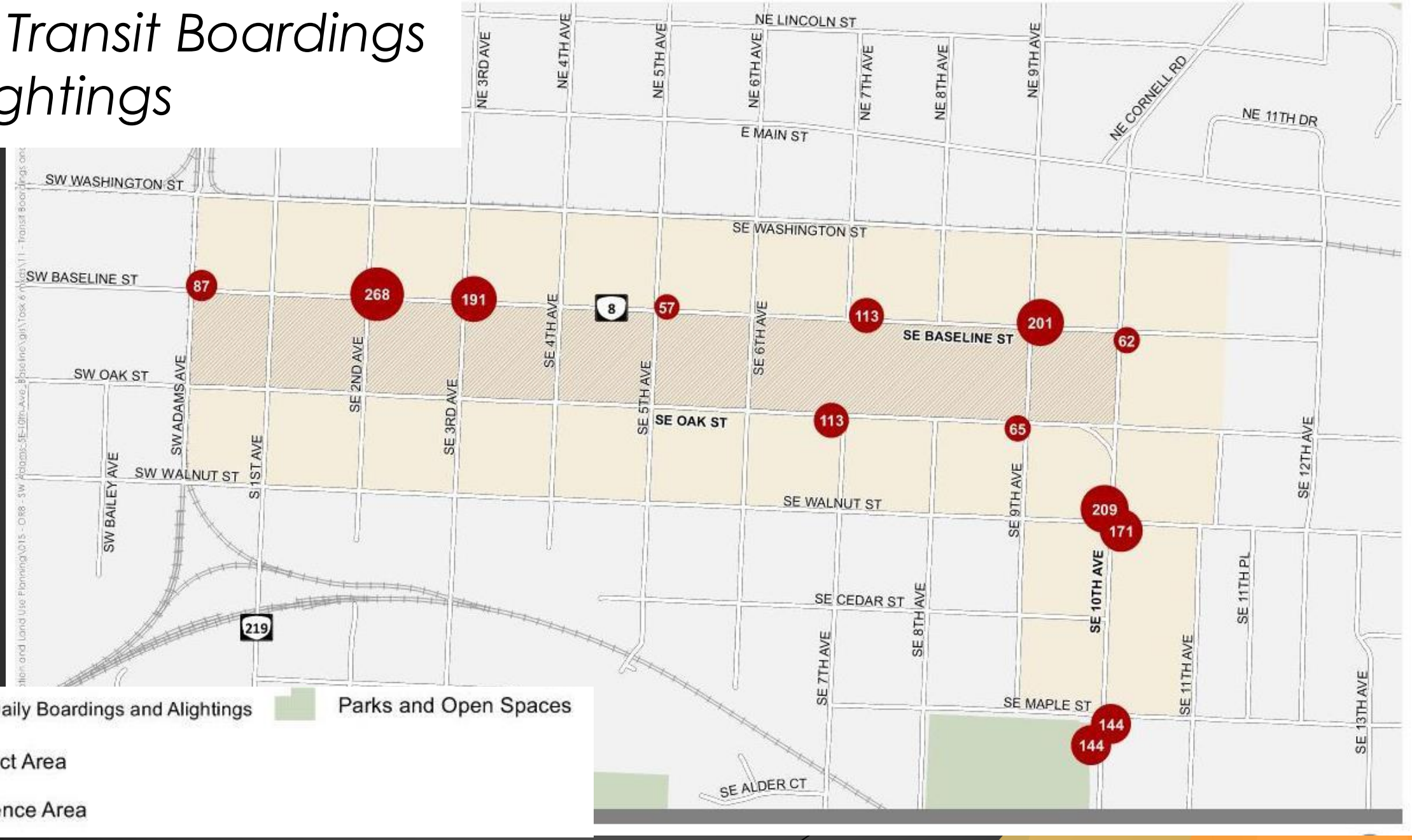
KITTELSON & ASSOCIATES

Lower Activity

Higher Activity

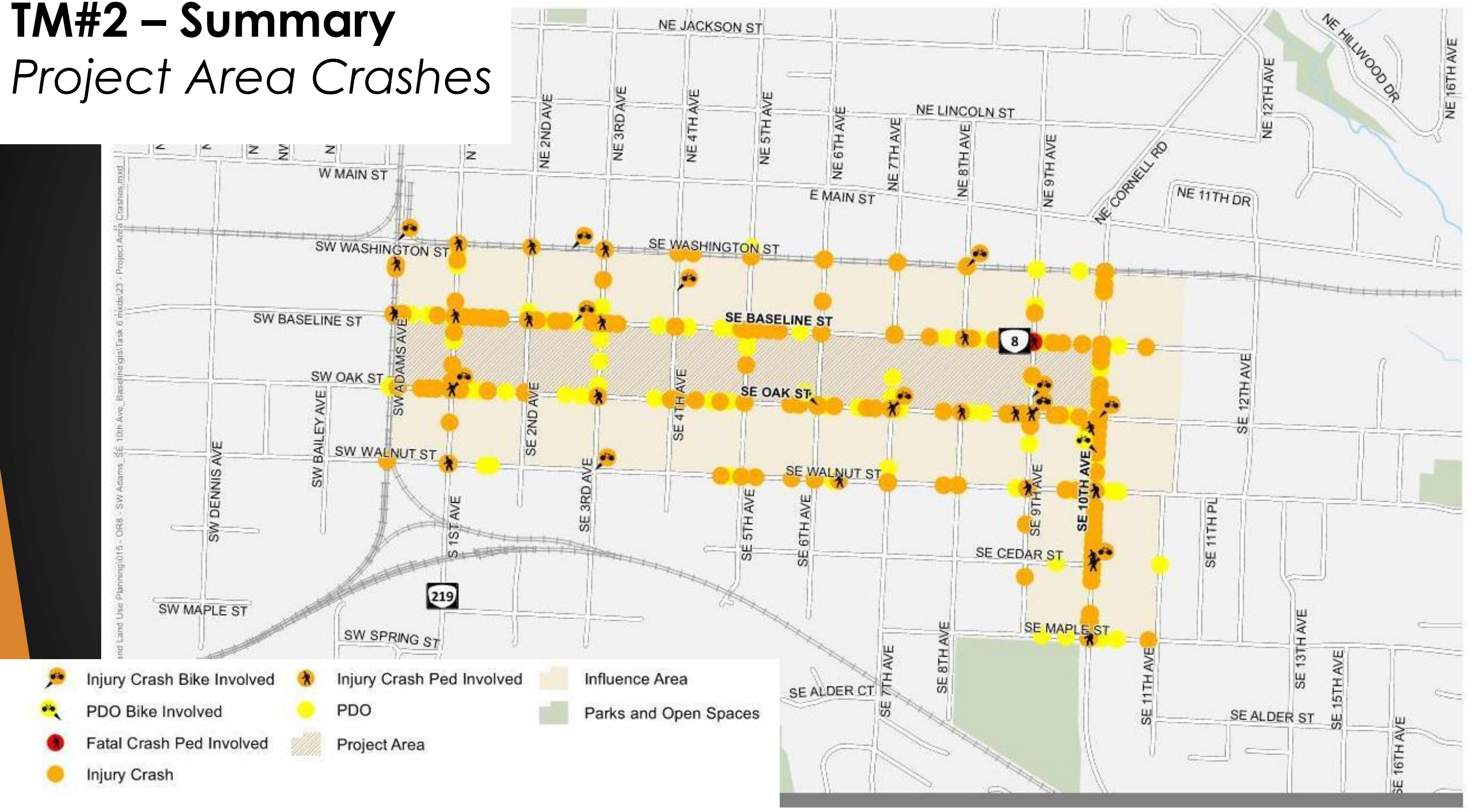
TM#2 – Summary

Existing Transit Boardings and Alightings



TM#2 – Summary

Project Area Crashes

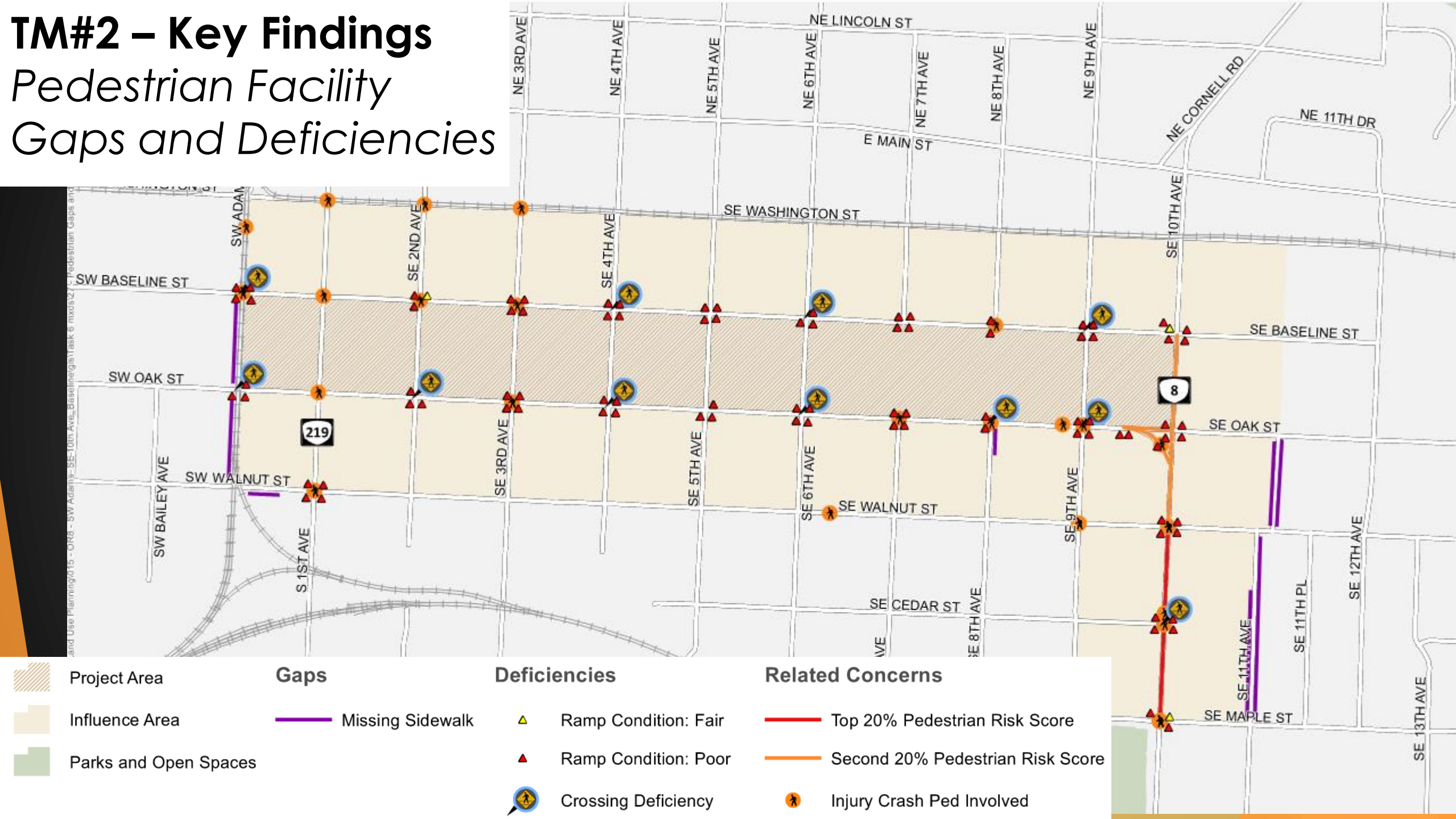


TM#2 – Summary

SPIS Locations

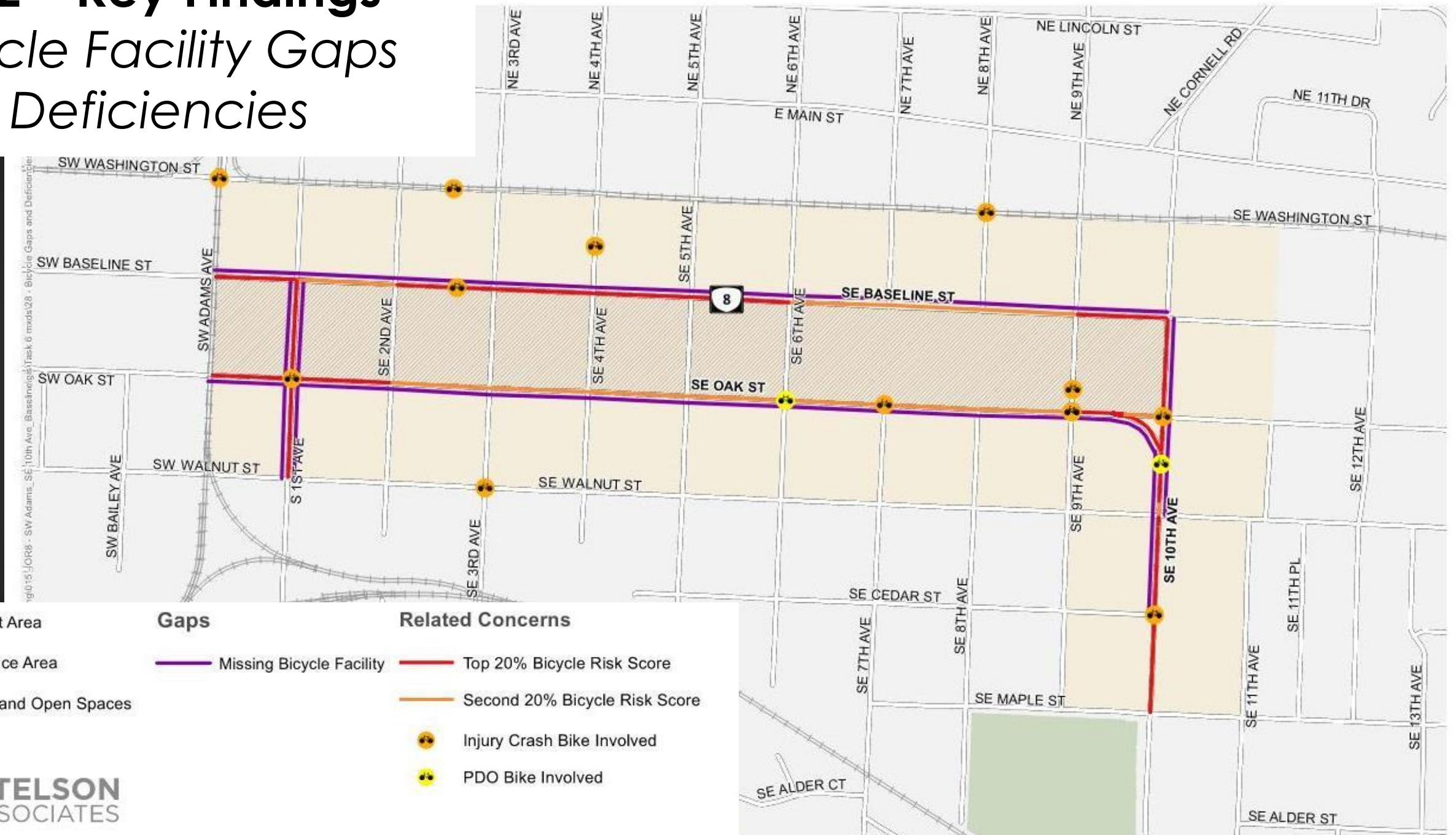
TM#2 – Key Findings

Pedestrian Facility Gaps and Deficiencies



TM#2 – Key Findings

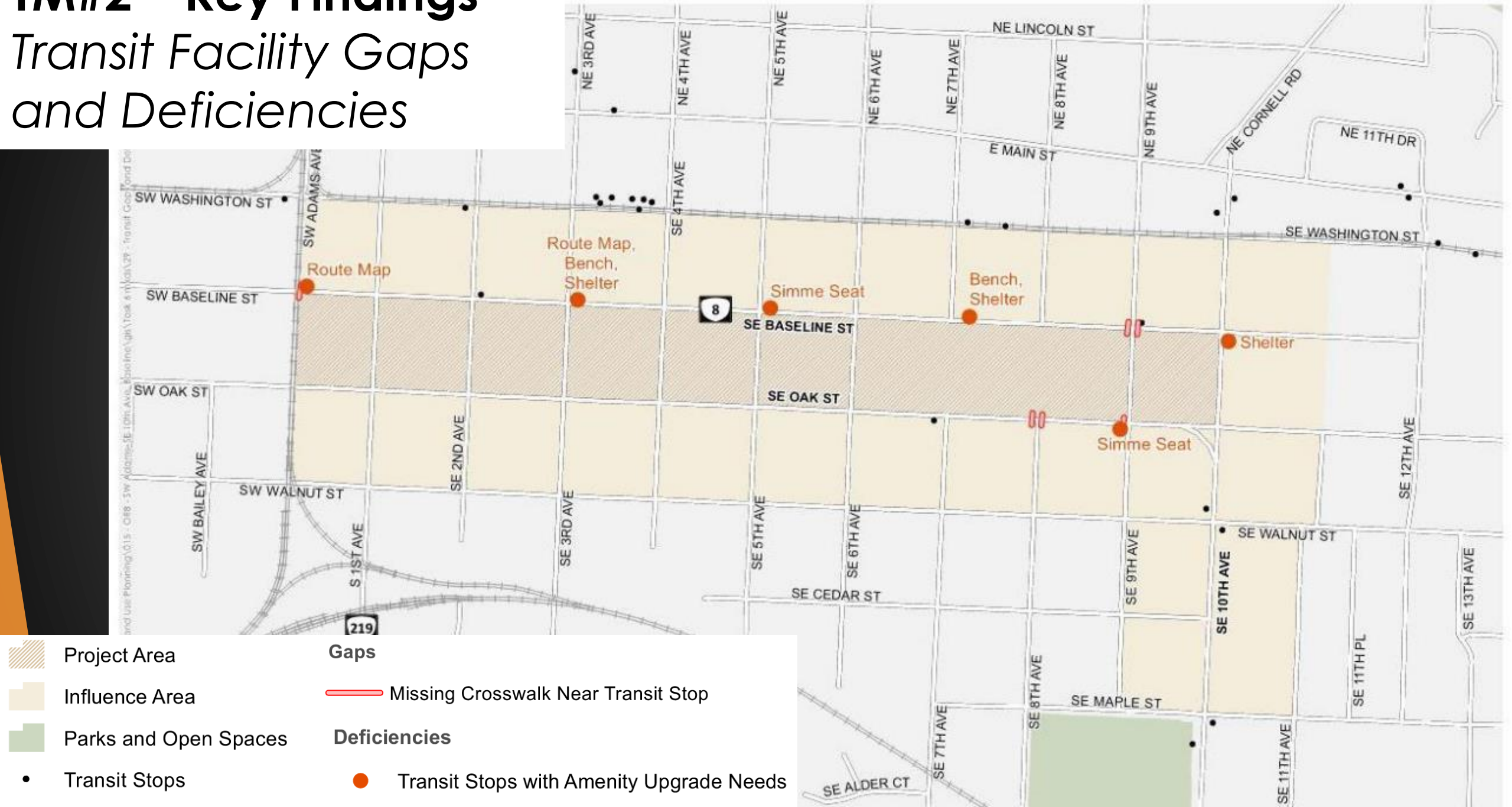
Bicycle Facility Gaps and Deficiencies



KITTELSON & ASSOCIATES

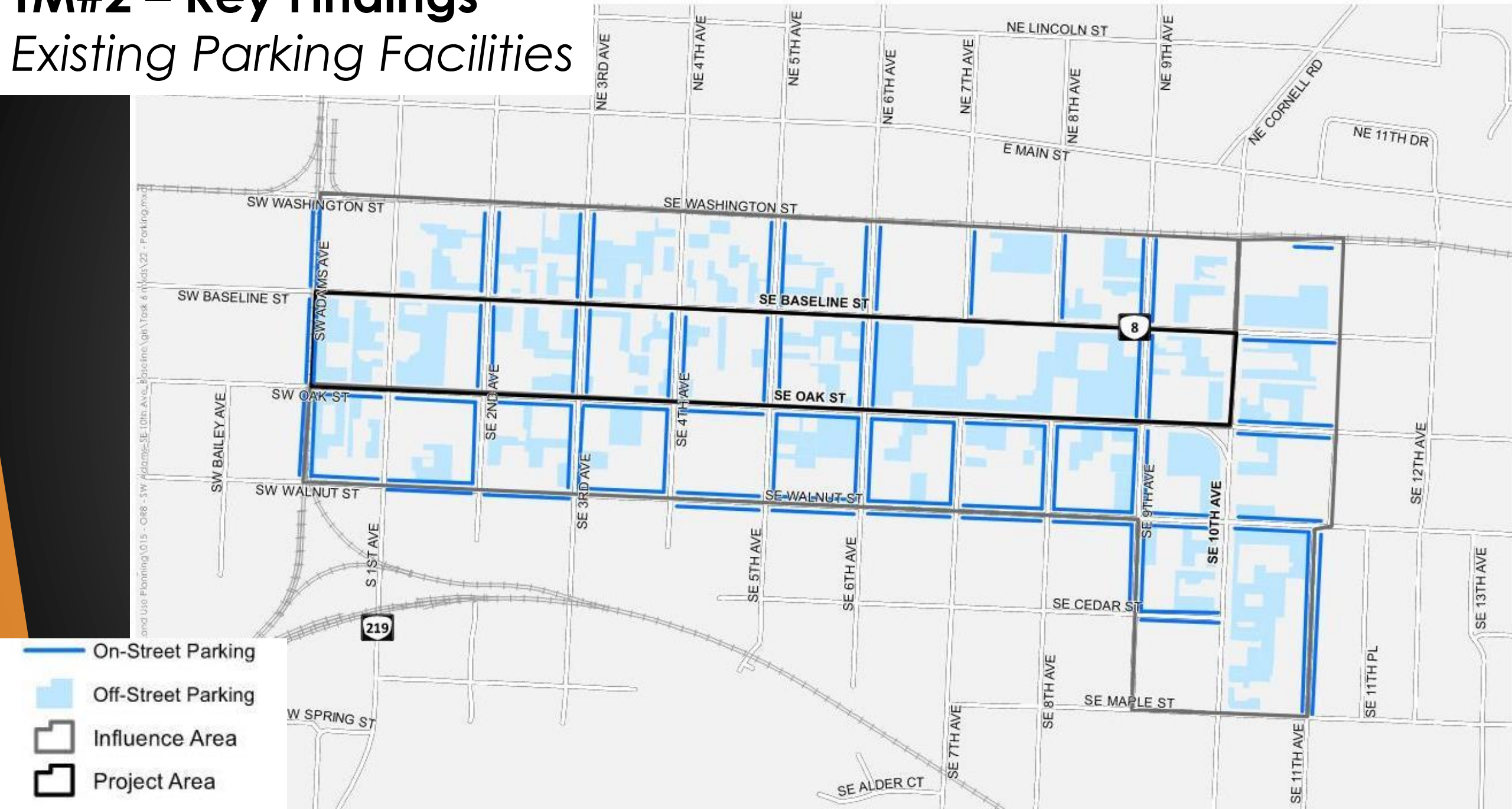
TM#2 – Key Findings

Transit Facility Gaps and Deficiencies



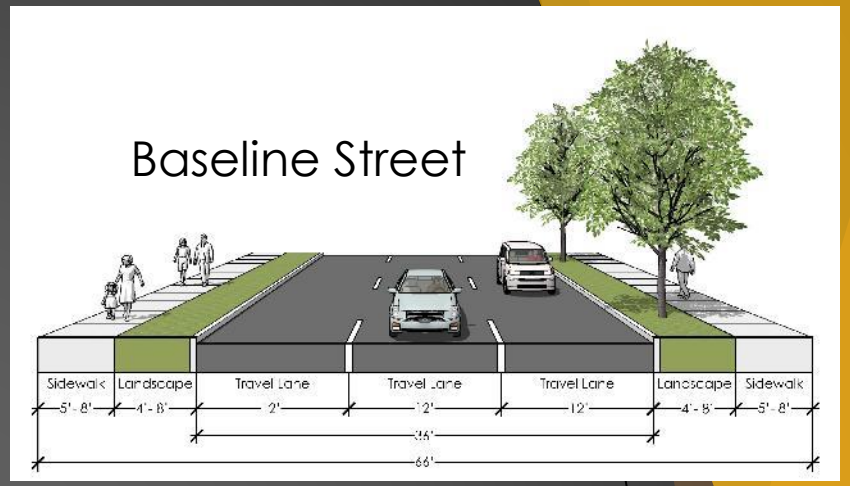
TM#2 – Key Findings

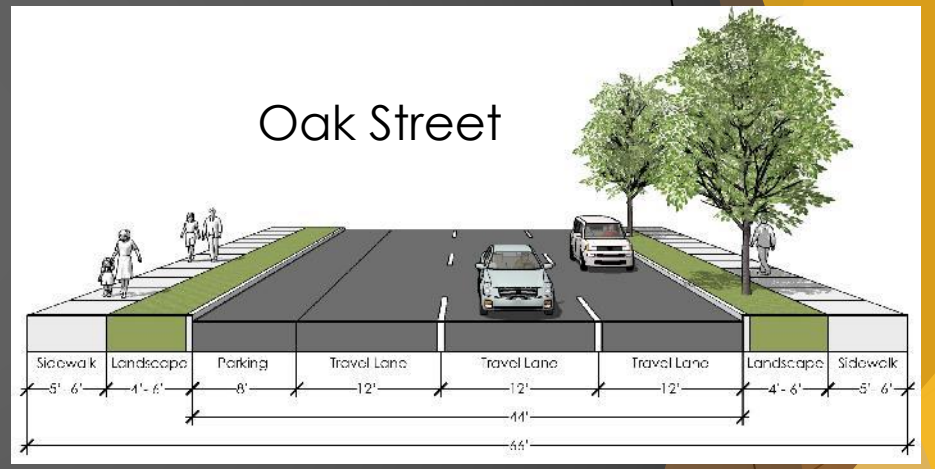
Existing Parking Facilities

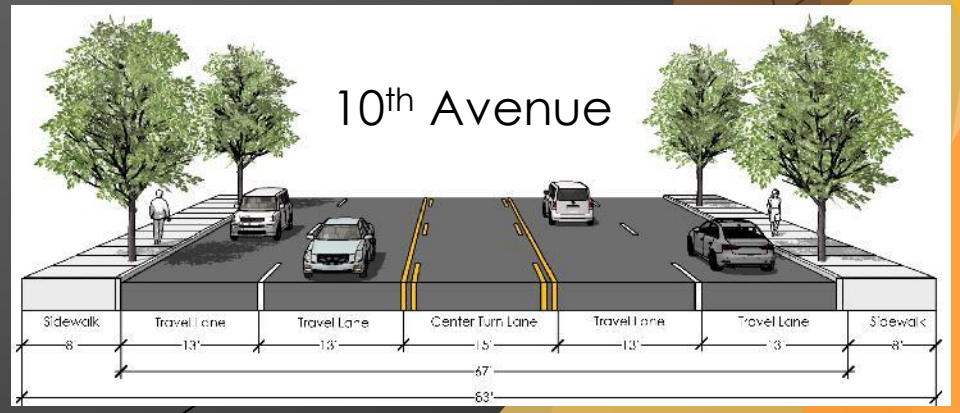


TM#2 – Key Findings
Existing Vehicular System

- Functional Classification:
  - Urban Other Principal Arterial
- Freight Classification:
  - Oregon Highway Plan Reduction Review Route
  - Washington County Over-Dimensional Truck Route



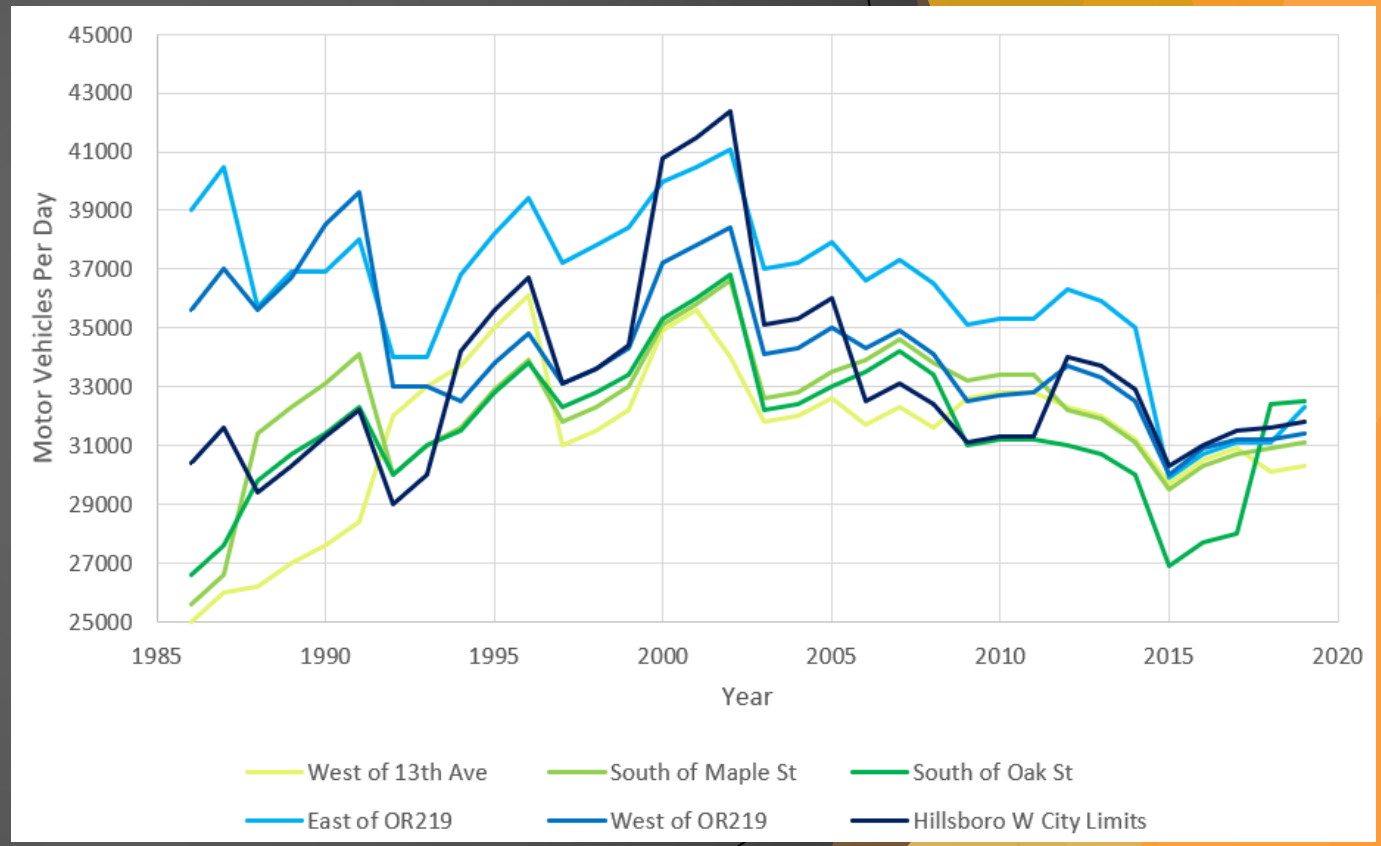




KITTELSON & ASSOCIATES

TM#2 – Key Findings
Existing Vehicular System

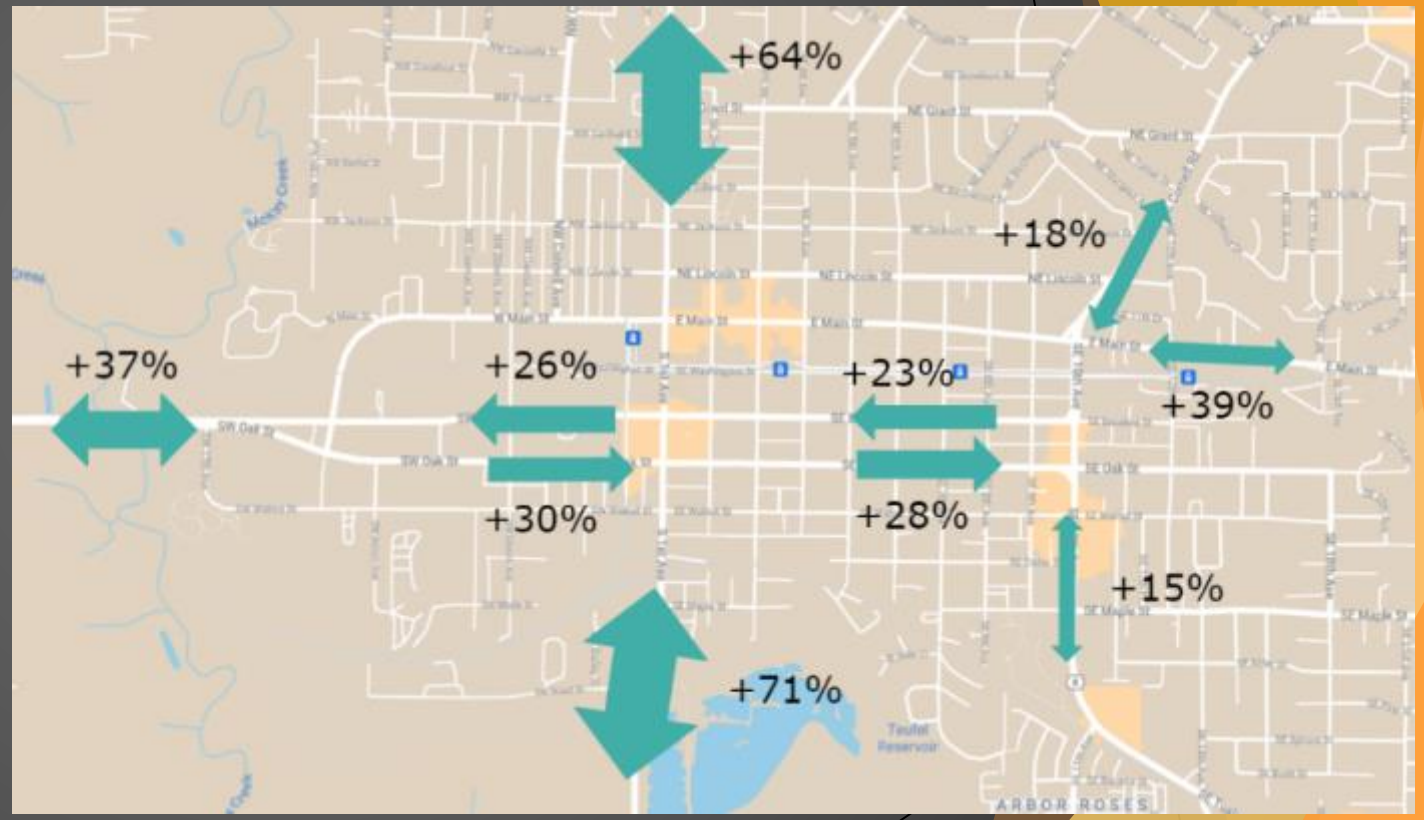
- Posted Speed
  - Oak Street and Baseline Street: 30 mph
  - 10th Avenue: 35 mph
- AADT
  - Baseline Street 14,600 – 15,900
  - Oak Street: 16,400 – 17,600
  - 10th Avenue: 25,400 – 32,500
  - Traffic volumes in February 2020 are lower than volumes in prior years



KITTELSON & ASSOCIATES

TM#2 – Key Findings
Existing Vehicular System

- Moderate growth forecast throughout downtown
- Largest proportion of growth forecast along 1st Avenue



KITTELSON & ASSOCIATES

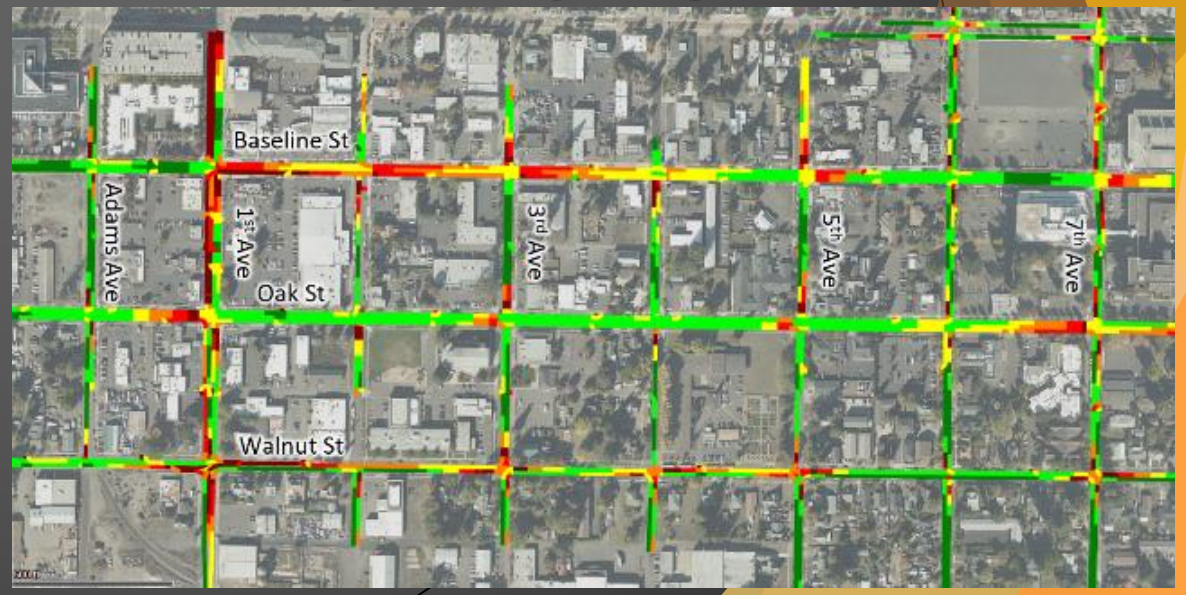
TM#2 – Key Findings

- All intersections meet mobility target (volume-to-capacity 1.10)
- Still congestion and queueing impacts under 2040 No-Build conditions
- Favorable progression quality along Oak Street and Baseline Street based on the proportion of vehicle arriving on green

Dark Green = Free flow
Light Green = Some slowing
Yellow = Increased slowing
Orange = Some stop and go
Red = Significant stop and go
Dark Red = Constant stop and go

2020 Congestion Plot

2040 (No-Build) Congestion Plot



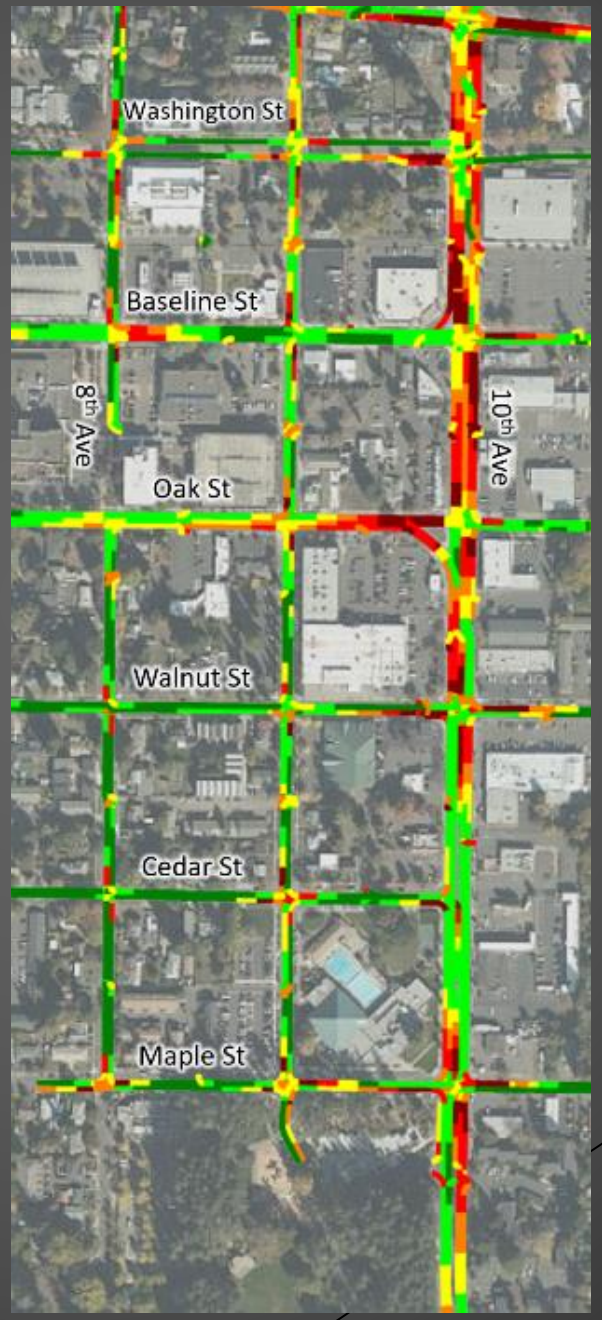
KITTELSON & ASSOCIATES

TM#2 – Key Findings

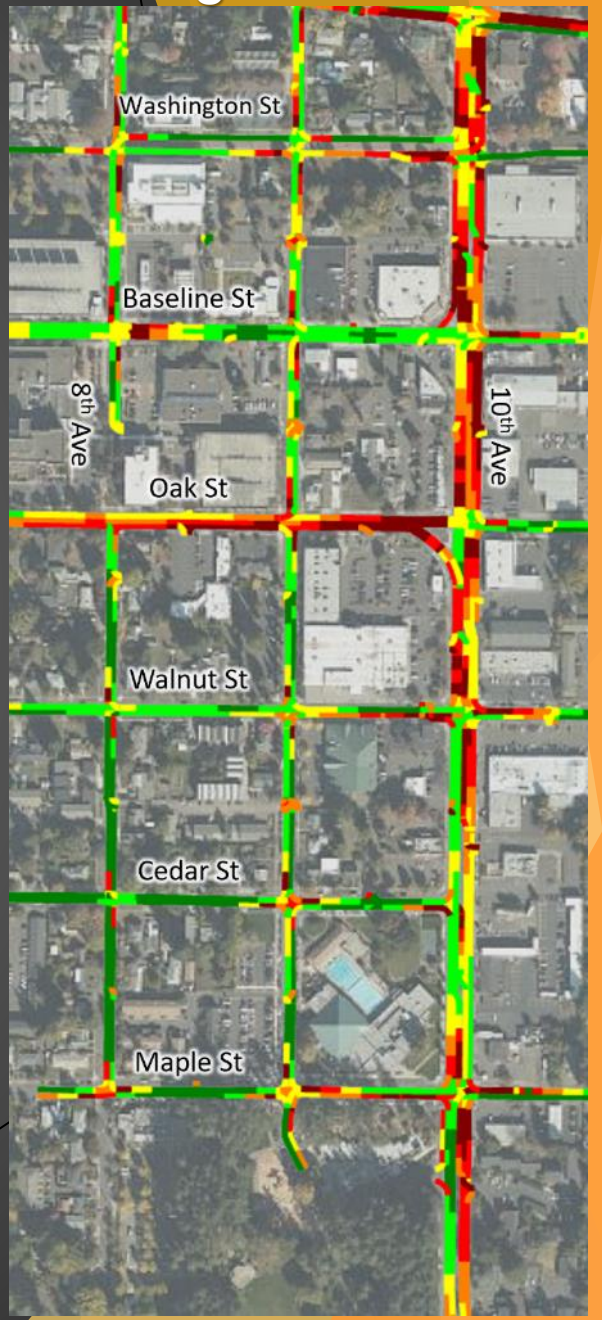
- Under future no-build conditions, congestion on Oak Street approaching 10th Avenue could increase
- Progression through the 10th Avenue intersections currently operates poorly with three seconds of bandwidth for north and southbound traffic

Dark Green = Free flow
Light Green = Some slowing
Yellow = Increased slowing
Orange = Some stop and go
Red = Significant stop and go
Dark Red = Constant stop and go

2020 Congestion Plot



2040 (No-Build) Congestion Plot



KITTELSON & ASSOCIATES

TM#2 – Primary Revisions/Updates

- Revised and clarified text based on comments
- Added information to the transit sections, updated to TriMet guidance
- Provided additional context and clarifications to the traffic analysis sections
- Added information about two fatal crashes that occurred in 2019

KITTELSON & ASSOCIATES

TM#2 – Final Input & Conclusions

- Group Discussion

KITTELSON & ASSOCIATES

Preview of TM #3 – Evaluation Criteria and Performance Measures

Preliminary Evaluation Criteria and Performance Measures

1. Diversity, Equity, Inclusion
2. Safety
3. User Comfort
4. Aesthetics
5. Connectivity
6. Freight Accommodation
7. Implementation Feasibility and Cost Effective
8. Economic Development

KITTELSON & ASSOCIATES

Preview of TM #3 – Evaluation Criteria and Performance Measures

Discussion – Creating Metrics for the Corridor Vision

The Oak/Baseline/10th Avenue Corridor positively contributes to the identity and sense of place, as desired by residents, workforce, business owners, and visitors to Downtown Hillsboro. People of all ages and abilities feel safe and comfortable along and across the corridor, which ultimately contributes to a vibrant and livable community through intentionally designed facilities and amenities that reflect the values of the community.

The size, mix, and speed of transportation facilities (sidewalks, bike lanes, motor vehicle travel lanes, and transit amenities) are well-suited to the adjacent land uses and character of each corridor segment. Motorist speeds are managed to optimize pedestrian and bicycle activity, keeping decibel levels low enough for pedestrian conversations. While mobility for motor vehicles and freight are necessary to the function of this corridor, along this segment, the comfort, safety, and appropriate accommodation of alternative modes of transportation is a priority.

KITTELSON & ASSOCIATES

Upcoming Online Open House #1

- Purpose
  - Project announcement
  - Project purpose, corridor vision, and desired outcomes
  - Project schedule, who's involved, ODOT BUD performance-based framework
  - User experience survey
  - Stay involved, next steps
- Dates: ~October 25 – November 19

https://www.hillsboro-oregon.gov/our-city/departments/economic-development/oak-baseline-study

KITTELSON & ASSOCIATES

Next Steps

- PAC Meeting #4: Tentative Date: Thursday, October 21, 2021
- Draft TM#3 – Criteria and Evaluation Memorandum
- Draft TM#4 – Design Concepts Memorandum

KITTELSON & ASSOCIATES

Questions/Comments?

OR8: SW Adams Ave. SE 10th Ave and SE Baseline – SE Maple St. (OR8: Oak/Baseline/10th Avenue Corridor Study [K18004])

Karla Antonini
City of Hillsboro
Project Manager
karla.antonini@hillsboro-oregon.gov

Nick Gross
Kittelson and Associates, Inc.
Senior Planner
ngross@kittelson.com

Matt Novak
Oregon Department of Transportation
Agency Project Manager
matthew.c.novak@odot.state.or.us

KITTELSON & ASSOCIATES

Adjourn

KITTELSON & ASSOCIATES