

STEERING COMMITTEE MEETING 1

November 30, 2023

Project# 21464

Project Name: Hillsboro TSAP

Meeting Location: Hillsboro Civic Center Room 113 B & C
150 E Main Street, Hillsboro Oregon

Meeting Purpose:

The primary purpose of Steering Committee #1 was to provide a project overview, review key findings from existing conditions analysis, and solicit input on individuals and representing constituencies transportation safety priorities.

Meeting Attendance:

In-Person

- | | | |
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| ▪ Amy Griffiths | ▪ Josh Roll | ▪ Nick Foster |
| ▪ Dani Walker | ▪ Joy Relton | ▪ Ryan Groesbeck |
| ▪ David Gardner | ▪ Julie Wright | ▪ Shelley Oylear |
| ▪ Deanna Palm | ▪ Justin DeMello | ▪ Susie Serres |
| ▪ Jeannie Little | ▪ Kevin Harrison | ▪ Tara Hanson |
| ▪ Jeff Gurske | ▪ Matt Egeler | ▪ Tina Bailey |
| ▪ Jeff Pazzalski | ▪ Nick Baker | |
| ▪ John Haide | ▪ Nick Gross | |

Virtual

- | | | |
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| ▪ Carol Hatfield | ▪ Jimmy McClure | ▪ Lindsay Huber |
| ▪ Craig McDonald | ▪ Josh Roll | ▪ Swetha Mettala Gilla |

Absent Members

- | | | |
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| ▪ Nansi Lopez | ▪ Elisa Joy 'EJ'
Payne | ▪ Mat Dolata |
| ▪ Kaylee
Vasquez
Borges | | |

Meeting Notes:

The City and consultant team (Kittelson) provided a welcome and introductions, overview of the TSAP process, including the project framework and the Safe System Approach, the Safe Streets and Roads for All (SS4A) Grant Program, and summary of existing conditions.

Following the presentations, Kittelson and the City facilitated breakout group discussions to solicit individual input on the project and its policies.

The input from the breakout groups is summarized below:

- Vision Zero “Zero Fatal and Serious Injury Deaths”
 - Although it may not be feasible to achieve zero fatal and suspected serious injury crashes, it is important to strive for that.
 - Setting a goal of anything else that zero deaths and serious injury is not acceptable or appropriate.
- Obstacles
 - Current code requirements for maintaining the public right-of-way (ROW) fall on property owners. People are not maintaining that ROW and compliance is enforced at a complaint-driven method. If TriMet or other agencies want to trim trees on a property that blocks visibility, they need permission from the property owners (often denied).
 - Sidewalks are constructed with development, which results in piecemeal facilities with gaps. Students must be bussed to school because streets like Brookwood and Davis do not have complete sidewalks to walk on.
 - People make mistakes, are impatient, speed, can be overly focused on where they themselves need to go (self-focused) and disobey traffic control devices (stop signs/red lights). How can we rebuild a sense of community and help people see how their actions can support safety in the community?
 - There is an established link between infrastructure design and driver behavior. Education and enforcement will not get people to slow down consistently if it is still comfortable to drive at speeds beyond the posted speed limit. Drivers respond to the visual cues provided by their environment; the design of the roadway is a critical component of slowing drivers down.
 - Roadways with wide lanes, multiple lanes in the same direction, no on-street parking, minimal or no street trees, no center median, a continuous center turn lane, unprotected bike lanes, deep building

setbacks, a lack of fixed objects, etc. provide insufficient visual cues that a driver should proceed with caution because there's little perceived risk of crashing. The low perceived risk of crashing is why this type of roadway leads to the severest of crashes. Hillsboro has too many of these roads.

- Coordination across all parties that need to be engaged in the process takes energy and resources (money and staff).
 - There are limited resources to fund improvements and solutions. Fast and cheap solutions do not always support ADA users.
 - Opportunities for City to increase access for people to submit concerns about transportation safety related issues.
 - Behavior change doesn't seem to be sustained when feedback or potential of enforcement aren't present.
- Political Climate and Culture Related to Safety Work in Hillsboro
 - People are likely to be generally supportive of projects that improve safety, but not of changes that inconvenience them.
 - An opportunity to increase awareness of partners, decision makers and community members is to have shared on-the-ground experiences.
 - Enforcement was dialed back during the pandemic. People adapted to this by speeding and disobeying traffic control devices; it will be challenging to break these negative behaviors.

Partnerships and Roles in the Safe System Approach

- The City responds to accessibility requests and reviews traffic calming requests. The City maintains signs, crosswalks, street lighting, and traffic signals. The City also removes road hazards such as dead animals and debris.
- The Police department communicates complaints, driving behaviors, and fatal crashes. They also work with the city to provide insights and data when community requests come through, and investigations are underway.
- The Fire Department works with the city on some traffic calming needs, especially when they perceive them to impact response times.

- Businesses want to improve employee safety (getting to and from work) and freight movement. They also want to create a safe environment for people walking and biking to build the local economy (especially in downtown areas).
- County and Metro identifies street design tools and safety projects. The City of Hillsboro TSAP Update should coordinate with the Metro Safety Action Plan and County to help make streets safe for all users. Many of the most serious crashes occur on urban arterials that are under the jurisdiction of the County or ODOT.
- TriMet conducts operator trainings and reviews incidents related to buses. They work to educate the houseless about the dangers of being near train tracks and try and ensure that there is good visibility of trains and bus stops.
- Code enforcement is often under resourced as it strives to respond to partners' and community needs.
- The School District wants to identify the safest way to get kids to school. It is important that students with disabilities have access to the same destinations and opportunities as their peers. They would like signage for school bus stops and agree that the intersections identified under existing conditions act as barriers today.
- Property owners and public works can work together to better maintain public ROW. A fee system allowing public works to take over maintenance may improve conditions.
- Residents and neighborhood associations can support education and safe conduct for others to replicate. Residents can report locations they feel are unsafe to the City. Work towards increased opportunities for reporting and feedback loops, such as ped-bike programs, speed feedback signage, etc.
- Advocacy groups (including WashCo Bikes and the Street Trust) lead educational campaigns for cyclists and drivers. Consider creating a pedestrian and bicycle advisory committee for the City.