Hillsboro OREGON

Oregon Department of Transportation

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

Technical Advisory Committee (TAC) Meeting #4

Introductions

- Name
- Representing agency/organization
- Role

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TAC Meeting Agenda

- Introductions
- Work Completed to Date
- **TM#3 – Evaluation Criteria and Performance Measures**
- Virtual Community Workshop #1
- Next Steps
- Preview of Draft TM#4 – Design Concepts

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Work Completed to Date

- **Final TM #1** – Land Use & Urban Design Assessment
- **Final Corridor Vision**
- **PMT Corridor Designation** – Future Traditional Downtown/Central Business District
- **TM#2** – Transportation Existing Conditions and Future No-Build Memorandum
- **Draft TM#3** – Evaluation Criteria and Performance Measures

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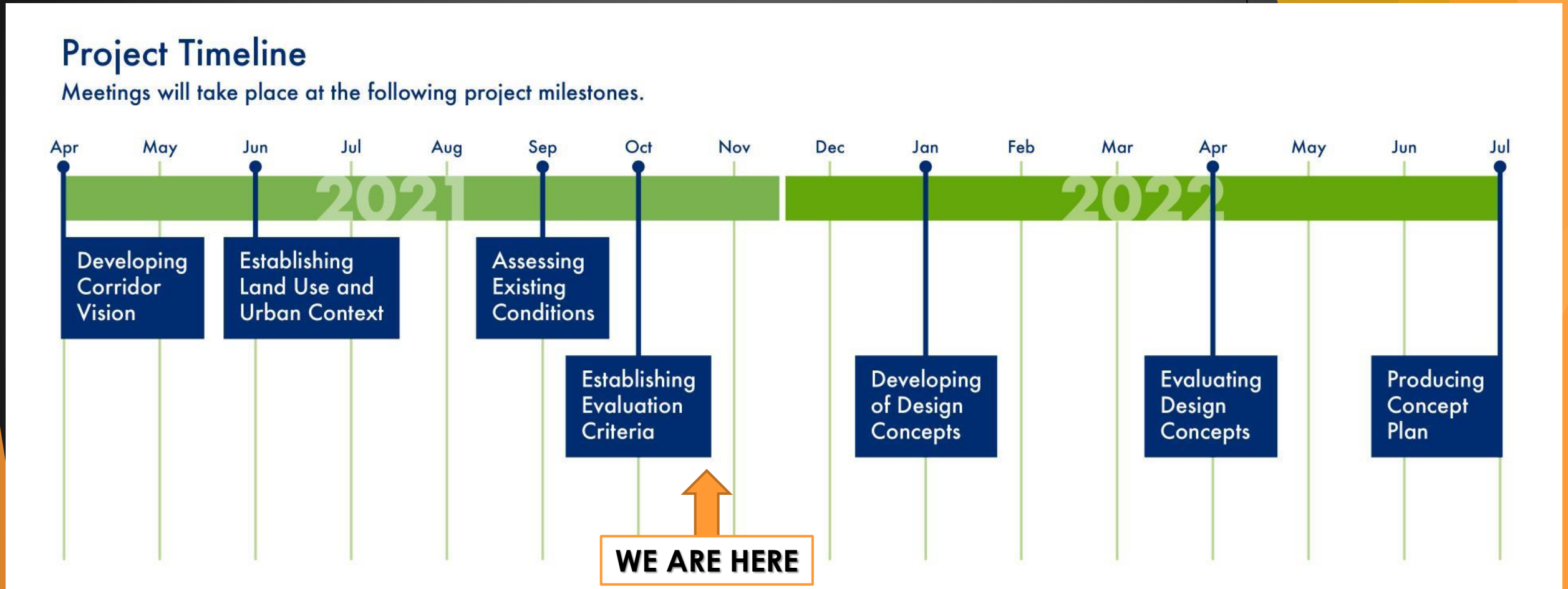
Project Schedule



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TM#3 – Evaluation Criteria and Performance Measures

- Purpose
- Corridor Vision and Desired Outcomes
- Criteria and Performance Measures
  - Criteria
  - Description
  - Performance Measures
- Next Steps

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Memorandum

October 1, 2021

Project# 23021.015

To: Matt Novak; Oregon Department of Transportation
Karla Antonini; City of Hillsboro

From: Nick Gross; Amy Griffiths; Sophia Semensky; Phill Worth; Kittelson & Associates, Inc.

RE: Draft TM#3: Criteria and Evaluation Memorandum
OR8: SW Adams Ave. SE 10th Ave and SE Baseline – SE Maple St. (K18004)

Purpose

The purpose of this memorandum is to articulate the evaluation criteria and performance measures that will be used to develop and evaluate alternatives that are intended to fulfill the Corridor Vision and Desired Outcomes for the OR8: Oak/Baseline/10th Avenue Corridor Study. Understanding and executing a performance-based approach with clear, actionable, and measurable evaluation criteria enables project teams to make informed decisions about the performance trade-offs of alternative solutions that best suit the Corridor Vision based on the facility purpose, urban context, and needs of the intended users. The Oregon Department of Transportation (ODOT) defines the highway purpose and works collaboratively with the City of Hillsboro to establish the corridor context and relative need of the intended users through guidance provided in the Blueprint for Urban Design (BUD – Reference 1).

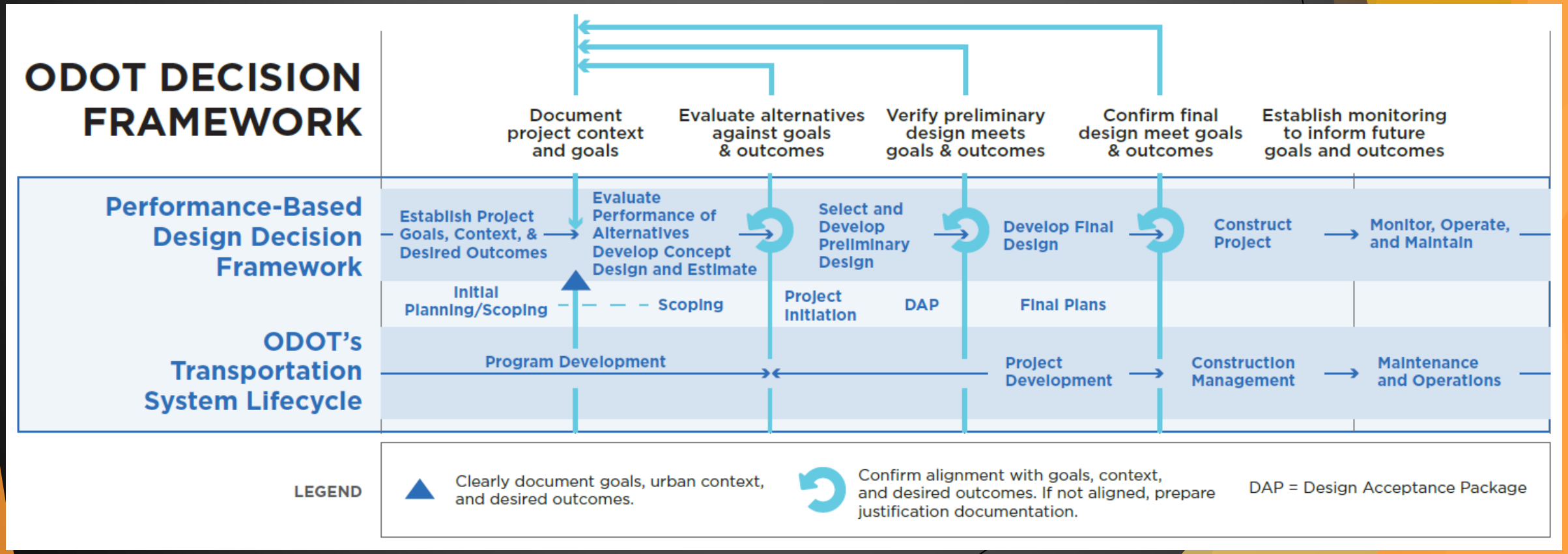
Corridor Vision and Desired Outcomes

The primary purpose of the OR8: Oak/Baseline/10th Avenue Corridor Study is to identify opportunities for improvements along this section of OR Highway 8 (OR8) through Downtown Hillsboro. The study focuses on increasing safety for people walking, biking, rolling, and accessing transit, while improving connections to the surrounding neighborhoods and existing community assets, thereby supporting the community's vision of redevelopment as the Regional Center envisioned in Metro's 2040 Plan. The vision for the corridor according to the Oak/Baseline/10th Avenue Corridor Vision Statement (Reference 2) is as follows:

> *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.*

Purpose

Establish the evaluation criteria and performance measures that will be used to develop and evaluate alternatives that for fulfilling the Corridor Vision and Desired Outcomes.



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****.*

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Criteria and Performance Measures

- ***Criteria*** are specific characteristics of the corridor vision and desired outcomes developed for the OR8: Oak/Baseline/10th Avenue Corridor Study

- ***Description*** includes the purpose and explanation of the criteria, connecting the criteria to specific community values, vision, and desired outcomes

- ***Performance Measures*** are qualitative and quantitative measures to assess the criteria

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Evaluation Criteria

- Diversity, Equity, & Inclusion (DE&I)
- Safety
- User Comfort
- Aesthetics
- Connectivity
- Freight Accommodation
- Implementation Feasibility & Cost Effectiveness
- Convenience
- Livability
- Environmental

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Diversity Equity & Inclusion (DE&I)

Description	Performance Measures
• The alternative is supported by historically underrepresented populations and those most directly affected by proposed investments.	• Supportive feedback on alternatives from adjacent businesses and property owners, nearby residential neighborhoods and business groups, and historically underrepresented populations in the area
• The alternative prioritizes investments that directly benefit historically underrepresented neighborhoods.	• Spatial analysis of transportation investments that better serve historically underrepresented populations in the area

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Safety

Description	Performance Measures
• The alternative reduces risk and exposure for people walking, biking, rolling, accessing transit, and driving.	• Crash Reduction Factor benefits of proposed alternative • Crossing distance exposure to uncontrolled vehicular movements • Potential for queuing into an active rail crossing (freight or passenger)

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User Comfort

Description	Performance Measures
• The alternative provides dedicated, comfortable facilities for people walking, biking, accessing transit, and driving, regardless of age and ability.	• Sidewalk width and buffer width from moving vehicles • Bicycle facility width and buffer width from moving vehicles • Proximity of transit stop to enhanced crossings and provision of amenities suited to desired transit use • Motor vehicle lane width and buffer from other modes

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Aesthetics

Description	Performance Measures
• The alternative improves the look and sensory experience of OR8 users through increases to landscaping and placemaking opportunities.	• Width and treatment (e.g., street furnishings, landscaping, outdoor dining, art installations, etc.) of buffer zone in the transition realm

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Connectivity

Description	Performance Measures
• The alternative improves connectivity and circulation to existing active transportation facilities and destinations.	• Directness of route • Frequency of enhanced crossings

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Freight Accommodation

Description	Performance Measures
• The alternative considers the vertical and horizontal clearances of OR 8 (ORS 366.215).	• Impacts to vertical and horizontal clearance (Reduction Review Route (RRR) – ORS 366.215)

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Implementation Feasibility and Cost Effective

Description	Performance Measures
• The alternative considers design feasibility and implementation, such as evaluation of constructability, including right-of-way impacts, utility location, and relocation of curbs.	• Right-of-way impacts (emphasis on properties that have historic or environmental justice significance, if data is available) • Utility impacts

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Convenience

Description	Performance Measures
• The alternative increases capacity for vehicular, bicycle, and micro-mobility parking and provides reasonable travel times.	• Number of parking stalls (vehicular, bicycle, micro-mobility) • Corridor travel time

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Livability

Description	Performance Measures
• The alternative manages the potential for neighborhood cut-through traffic on side streets.	• Diversion and cut-through traffic potential

A MODE-NEUTRAL CRITERION

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Environmental

Description	Performance Measures
• The alternative considers greenhouse gas (GHG) emissions and potential for mode shift to active modes.	• System emissions (estimated based on motor vehicle delay) • Mode choice opportunity

A MODE-NEUTRAL CRITERION

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Discussion

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Online Open House #1

- Dates: October 25 – December 10
- 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

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

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Next Steps

- Finalizing TM#3 – Evaluation Criteria and Performance Measures
- TAC Meeting #5: Tentative Date: Tuesday, January 18, 2022
- Drafting TM#4 – Design Concepts Memorandum

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Questions/Comments?

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

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Adjourn

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Design Concept Ideas

- **Existing Oak Street**
  - Curb-to-curb ~44’
  - Right-of-way ~66’
- **Existing Baseline Street**
  - Curb-to-curb ~36’
  - Right-of-way ~66’
- **Existing 10th Avenue**
  - Curb-to-curb ~67’
  - Right-of-way ~83’

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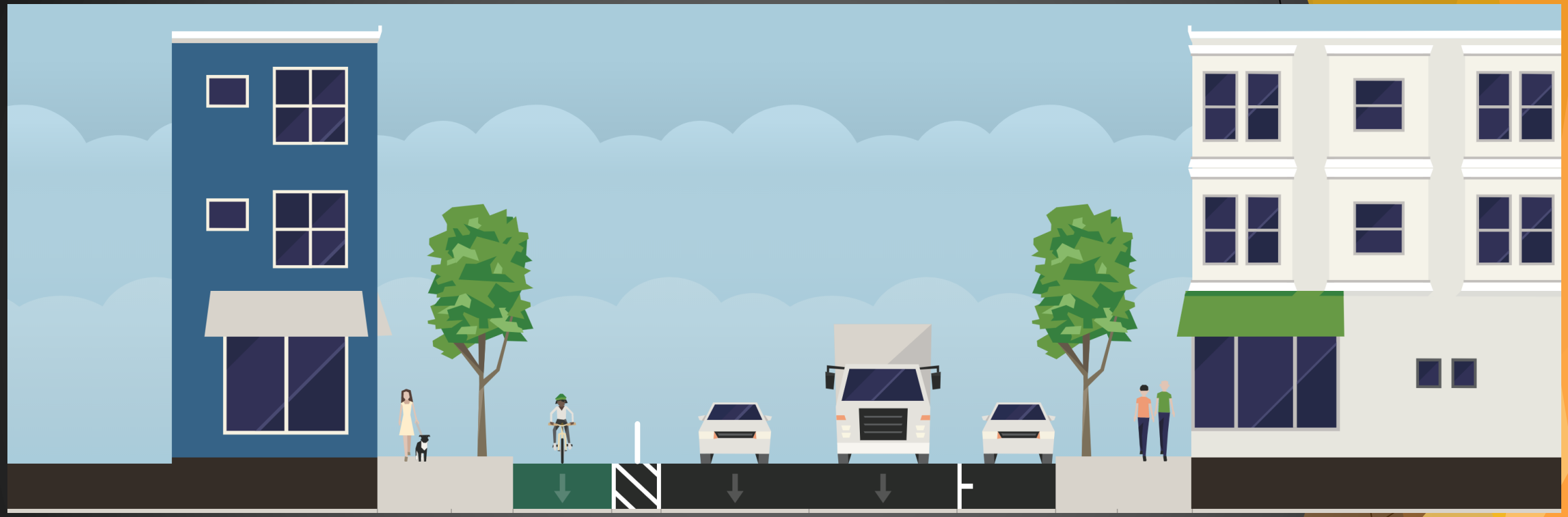
Preview of Draft TM#4 – Design Concepts



Maintains existing curbs, removes one travel lane, relocates parking.

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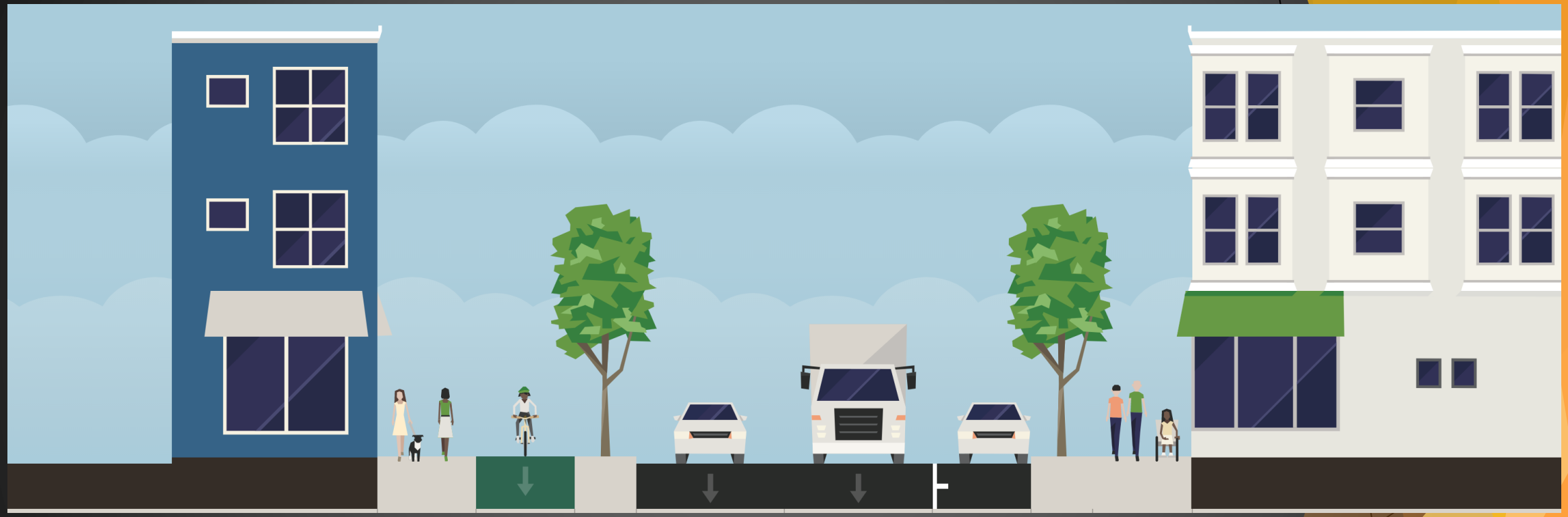

Reconstructs curbs, removes one travel lane, relocates parking.

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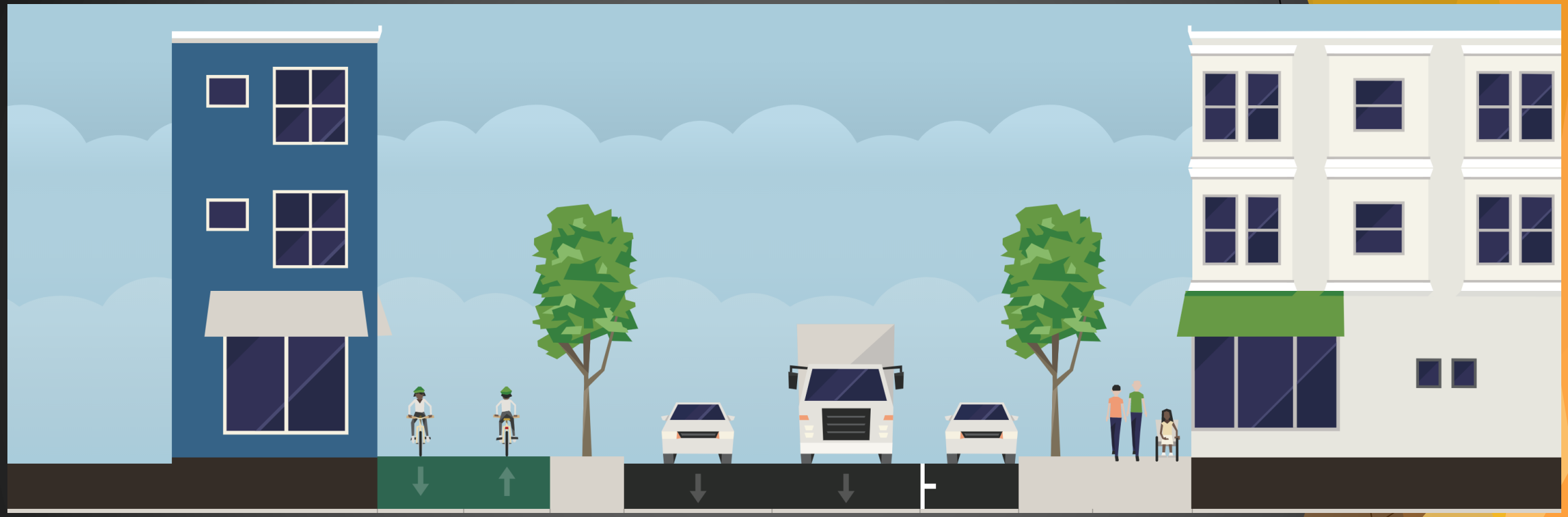
Preview of Draft TM#4 – Design Concepts



Reconstructs curbs, removes one travel lane, relocates parking.

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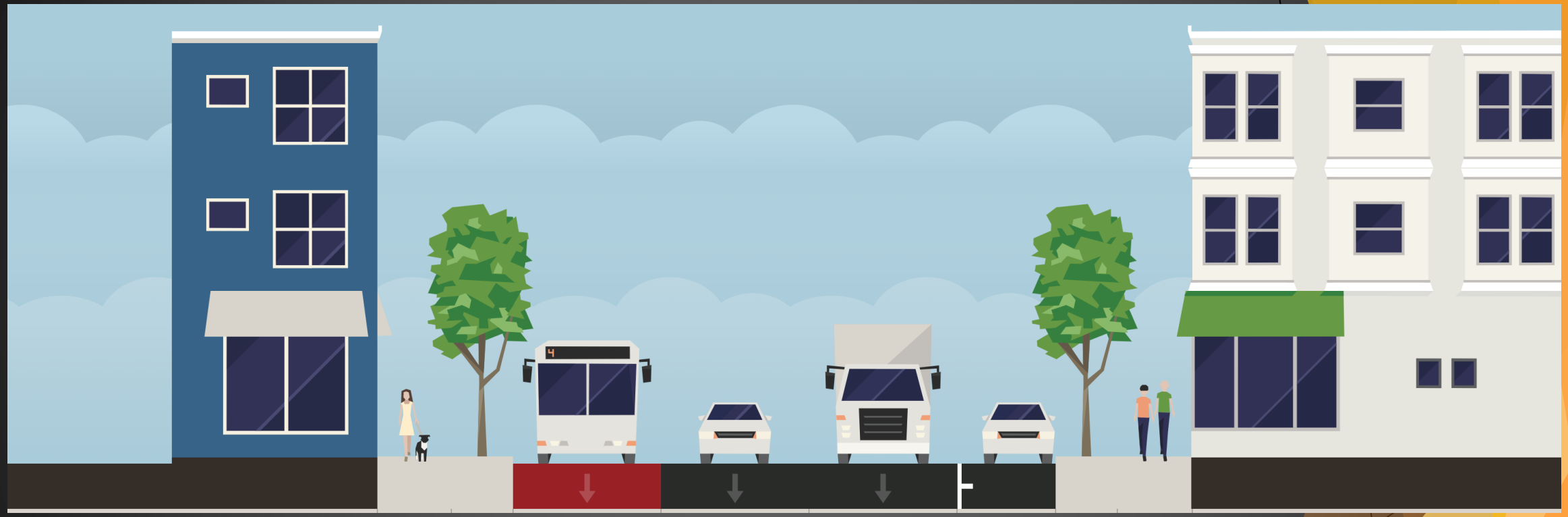
Preview of Draft TM#4 – Design Concepts



Maintains curbs, converts one travel lane to bus priority, relocates parking.

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