

# STEERING COMMITTEE MEETING 2

February 20, 2024

Project# 21464

Project Name: Hillsboro TSAP

## Meeting Purpose:

The purpose of Steering Committee #2 is to review and solicit input on draft safety recommendations, including site-specific infrastructure improvement countermeasures at five high-priority locations and safe system recommendations.

## Action Items:

- **Steering Committee** to provide comments on the Draft Safety Recommendations memorandum by **February 27**.
- **Consultant Team** to update the Safety Recommendations memo based on Steering Committee comments, input from the breakout sessions summarized in the notes below, and input from the public by **April 26**.
- **Steering Committee** to help advertise the Online Open House between **March 4-18**.

## Attendance:

### In-Person

• Amy Griffiths	• Matt Egeler	• Tina Bailey
• Danielle Walker	• Nick Gross	• Jeff Pazdalski
• Jeannie Little	• Susie Serres	• John Haide
• Justin DeMello	• Mat Dolata	• Nick Baker
• Shelley Oylear	• Dock Rosenthal	• Nansi Lopez
• David Gardner	• Tara Hansen	• Julie Wright

### Virtual

▪ Ryan Groesbeck	▪ Craig McDonald	▪ Lake McTighe
▪ Lindsay Huber	▪	▪

## Meeting Notes:

The City opened the meeting and shared that there have been 9 serious injuries and 4 fatalities due to traffic crashes, including 2 involving children.

Kittelson provided project updates, a brief recap of the existing conditions analysis, the Safe System Approach, and an overview of the systemic recommendations. Following the presentations, Kittelson and the City facilitated breakout group discussions to solicit individual input on the systemic recommendations as it relates to the Safe System Approach strategies. Key takeaways are summarized below.

## SAFER ROADS

- ODOT should move from the partner column to the lead agency column for the roadway strategies.
- Metro and Federal/State government should be partners from a funding perspective (e.g. SS4A grants).
- City Transportation Systems Division should be added to Lead Agency in addition to Public Works for Safer Roads and Safer Speeds.
- Funding is a challenge to implementing roadway projects. Add developers as a partner and/or include a strategy to develop stricter standards for what developers are required to build.
- Safer Road strategies/actions must be a top priority as safer roads influence safe people, safe speeds, etc.
- Add the Parks Department as a partner for actions related to pedestrian and bicycle facilities.
- Emphasize protected intersection treatments and create policies on the inclusion of right-turn slip lanes.
- Caution for signage solution: avoid over signing.
- Pedestrian and Bicycle Operational Improvements.
  - Prioritize transition zones and filling gaps in the pedestrian and bicycle network: inconsistent facilities are a gap in the network that should be prioritized.
  - Prioritize creating wider sidewalks and bike facilities and adding physical buffers to existing facilities.
  - Emphasize the need for a complete, usable network for all ages and abilities.
- Pedestrian and Bicycle Focused Signal Design Improvements.
- Add bicycle boulevard and neighborhood greenways.
- Prioritize installing bicycle signals and detection zones.
- Improve visibility of Pedestrians and Bicyclists.

- Consider visibility by the numbers too; more people biking means more people are seen on bikes, means more people are used to seeing bikes.
- Lighting is important for safety, security, and comfort. Add lighting for trails and use park trails for transportation.
- Signal Phasing Changes
  - Automatic enforcement cameras are part of a larger conversation but should continue to be listed in the plan.
  - The police department should be a partner due to the enforcement strategies.
- Improve Intersection Visibility and Warning
  - Prioritize these strategies, particularly sight distance and intersection lighting since those are quicker and lower cost to implement.
- Roadway Design Standards
  - The City is currently updating the standards to incorporate the updated PROWAG.
- Geometric Improvements
  - Add emergency response and maintenance as partners.
  - Understand that roundabouts have tradeoffs and that reducing intersection corner radii can make it difficult to sweep the streets.
- Policy Changes for Transportation and Land Use Policies
  - Add policies for funding projects.
  - “20 is Plenty” should be advocated for at a statewide level rather than a local level. Additionally, this is less of a priority since the fatal and serious injury crashes are generally happening on high speed/volume roadways rather than local neighborhood streets.

## SAFER SPEEDS

- Traffic Calming
- Add raised intersections.
- Add the Fire Department / EMS as partners.
- Document criteria for traffic calming recognizing that there are tradeoffs between slowing everyone down and maintaining emergency access.

## SAFER PEOPLE

- Include policies on distracted driving and distracted people using all modes.
- Education programs are a priority.
- List Safety Town, Street Trust, Westside Transportation Alliance, WashCo Bikes, Safe Kids Washington County, and Oregon Friendly Drivers as partners for education.
- Aging Road-User Training
  - List medical professionals and ride connections as partners. Work with medical care providers to educate patients on the impacts medications have on driving and ride connection services.

## SAFER VEHICLES

- Add a policy on motor carrier enforcement officers to enforce rules (e.g. cover your load). The County has these officers, the City traffic team currently does this enforcement, but the roles could be added, or the City could partner with the County on this strategy.
- The City already explores emerging technology when updating the vehicle fleet.

## POST-CRASH CARE

- Under enhanced EMS system “better location system” refers to dispatch systems.
- Kevin mentioned that EMS does not have a good system for identifying road closures: they currently use two different systems to respond to emergency events. Explore new technologies for identifying and communicating information about crashes.

Feedback recorded on flipchart notes is summarized in Appendix A.

Virtual feedback recorded via Microsoft Teams is summarized in Appendix B.

## CHAMBERS GROUP - WOOT!

\* WashCo Bikes - get as many folks as possible out on bikes

- bring up challenges
- highlight where good infrastructure exists
- motorists need to be more aware/educated around bike safety behaviors
- fit into cultural piece
  - Safer People
  - safer roads

\* Commission for the Blind (Julie)

- keeping sidewalks for ped.s
- walking bikes on sidewalk

### Safer Rds:

- Need to bring in TSD on shared responsibility (pw limited in control)
- add Oregon Commission to all
  - LPIS w/ audible
  - slip lanes (confuse sand)
  - curbs get in way of pole determination
- where it calls out enforcement - need to recognize disparities in stops/citations
- address translation challenges w/ DMV manual

### Safer People

- Centro advocacy support for educational campaigns (in partnership w/ WashCo Bikes)

- City operationalize advocacy through  
standing committees

HOW DO WE PRIORITIZE??

- bike only roads (no cars)

## Safer People

Educated drivers + all users

## Safer Speeds

20 is plenty - statewide approach

Policy - Land use that requires driving - moving to get needs met

- Signage - issues w/oversigning  
Too much

Low Hanging Fruit - Bring to top

- lighting (incl. @ stops)
- sight distance

## Safer People

Med. ~~Prob.~~ - Looking @ Patients meds, ability to drive elderly parents -

Social Service

expand dial a ride or other options to drive alone



## Safer Roads

All users-abilities  
Key-transition \* from facility to no facility  
consistent design

Gaps in network

Wider sidewalks + buffered bike lanes

\* build usable network so facilities get used - builds awareness among drivers

Build for all ages + abilities

Parks trails for transportation, lighting  
Lighting is critical - for comfort, security

## Signals / Geometry

Protected intersections  
- Policy, evaluate existing

Ped + Bike detection  
- call cancellation

Red light running enforcement \*

ISSUES - maint + emergency response  
→ geometry impacts to operations  
- maintaining bike/ped facilities  
- Funding - need to supplement \* projects  
- funds to leverage

## APPENDIX B VIRTUAL BREAKOUT GROUP FEEDBACK

### Which recommendations would your organization prioritize? Why?

Lindsay Huber (Street Trust)- Support as a partner and resource. She currently is recipient of ODOT grant for driver education. Needs help spreading the word.

She is a partner in SRTS.

Community Outreach & Engagement – they will be introducing the ride to own EBike program to a couple different jurisdictions including Hillsboro. Provide education on Winter Riding Clinic

Advocacy – statewide work and watching closely at Transportation package.

Partner - Families with Safe Streets and can connect to program help

Lake McTighe (Metro) – Support as a partner and resource

Can and does provide education for SRTS Regional program.

Roadway areas and access to transit Regional Flexible Funding.

Metro is working on and is at the table for automated enforcement to expand speed cameras and is developing a tool kit.

City should consider partners such as AARP for ideas around Aging and safe driving. American Heart Association also has information on roadway safety.

Continue work with ODOT for resources.

Safe Vehicles – the City should use its elected officials who have access to State Reps and can lobby on the state level to expand transportation safety strategies.

Craig – TriMet – Restricted to their own area.

Would like to see improved visibility at intersections.

Partner with TriMet who has a program that can help trim vegetation if needed.

Improved intersection striping separating busses from other users.

Improvements to signals to decrease conflicts between trains and vehicles.

Enforcement from Police

Partner with TriMet on public outreach for Operation Life Saver program. They would like to do more houseless outreach on the program and education for kids.

**Which recommendations do you feel will be the most difficult to implement? Why?**

Craig – TriMet – Nothing is a challenge if you have enough funding.

Legislature outreach will likely be the most challenging because it takes a lot of time and resources.

Lake – Metro – Will likely need to do a risk/cost assessment to determine how easy or difficult each recommendation is to implement.

To lead to change – it will be helpful to frame how a particular change will affect them. Use positive culture framework.

Ryan Groesbeck – Hillsboro PW – Educate to shift mindset. Outreach in an acceptable way

**Are there actions or strategies you suggest adding to or removing from the recommendations?**

Lake – Metro – SRTS – when we continue to expand, we need to make it more actionable. List is very good and comprehensive, but it needs to be more actionable. Hard to track if its not clear.

Would recommend staff training for Safe Systems

Craig – TriMet - hire specific safety person to work specifically on safety concerns. Install cameras at intersections to review and watch traffic to see what is going on and adjust accordingly.