



**MEETING AGENDA (PAC MEETING #2)**

**DATE:** November 6, 2024 (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	<b>Introductions</b> <ul style="list-style-type: none"><li>Welcome and introductions</li><li>Meeting purpose and protocols</li></ul>	Washington County Commissioner Fai Mallory Anderson, JLA
5:10 – 5:20 pm	<b>Project progress</b> <ul style="list-style-type: none"><li>Review updated project goals &amp; objectives</li><li>Review summer outreach, including upcoming engagement opportunity</li></ul>	Julie Sosnovske, Washington County
5:20 – 5:45 pm	<b>Opportunities and Constraints</b>	Reah Flisakowski, DKS
5:45 – 6:10 pm	<b>Initial screening/proposed cross-section concepts</b>	Reah Flisakowski, DKS
6:10 – 6:20 pm	<b>Public Comments</b>	Mallory Anderson, JLA
6:20 – 6:30 pm	<b>Next Steps</b>	Mallory Anderson, JLA
6:30 pm	<b>Adjourn</b>	Mallory Anderson, JLA

**Meeting Materials [see [sharefile](#)]**

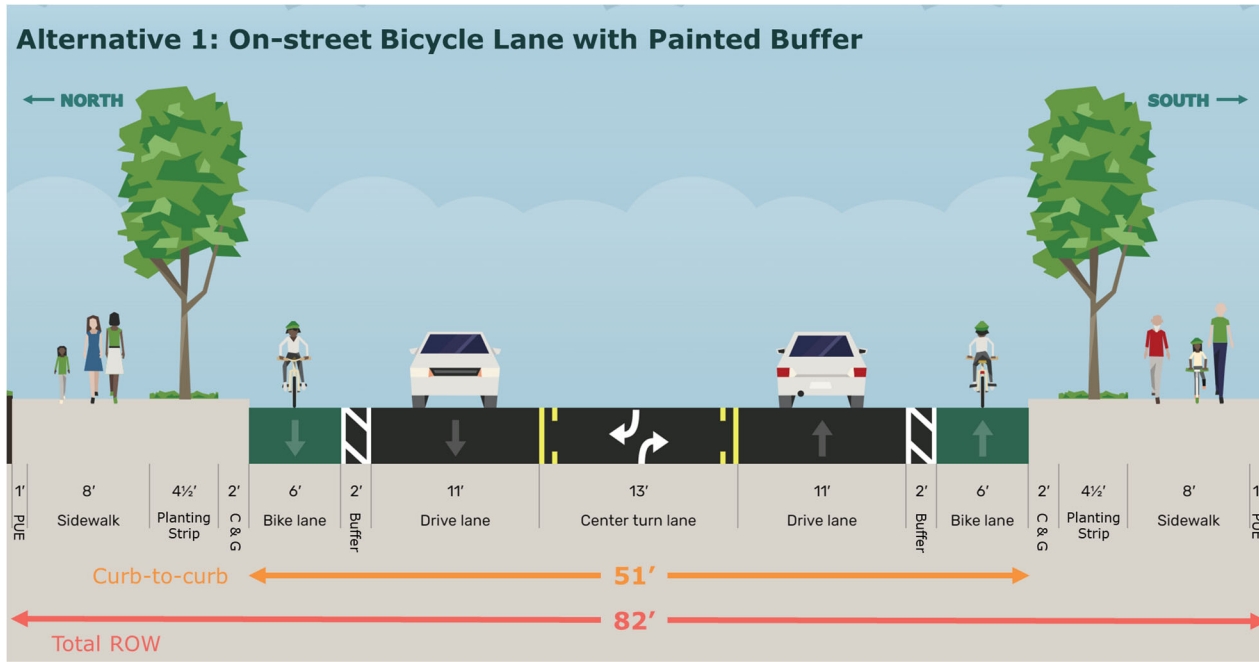
- Tech memo #5 (Final) – Project Goals & Objectives
- Tech memo #6 (Final) – Needs, Opportunities and Constraints
- Tech memo #7 (TAC/PAC review version) – Concept Screening
- Project Basemap showing ROW needs for 80’ and 100’ cross-sections
- PAC Meeting #1 – Meeting Notes

**TABLE 2: FARMINGTON ROAD CORRIDOR PLAN GOALS AND OBJECTIVES**

GOAL	OBJECTIVE
<b>SAFETY</b>	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.
<b>NATURAL ENVIRONMENT</b>	Improve the built or natural environment and climate resiliency with upgrades like enhanced stormwater treatment, wetlands, or other options.
	Minimize environmental and climate impacts.
<b>ECONOMIC VITALITY</b>	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.
<b>LIVABILITY/ HEALTH/EQUITY</b>	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.
<b>FEASIBILITY</b>	Identify a feasible solution that can be easily maintained.
	Consider expected costs, funding sources, environmental impacts, right-of-way, and permitting.

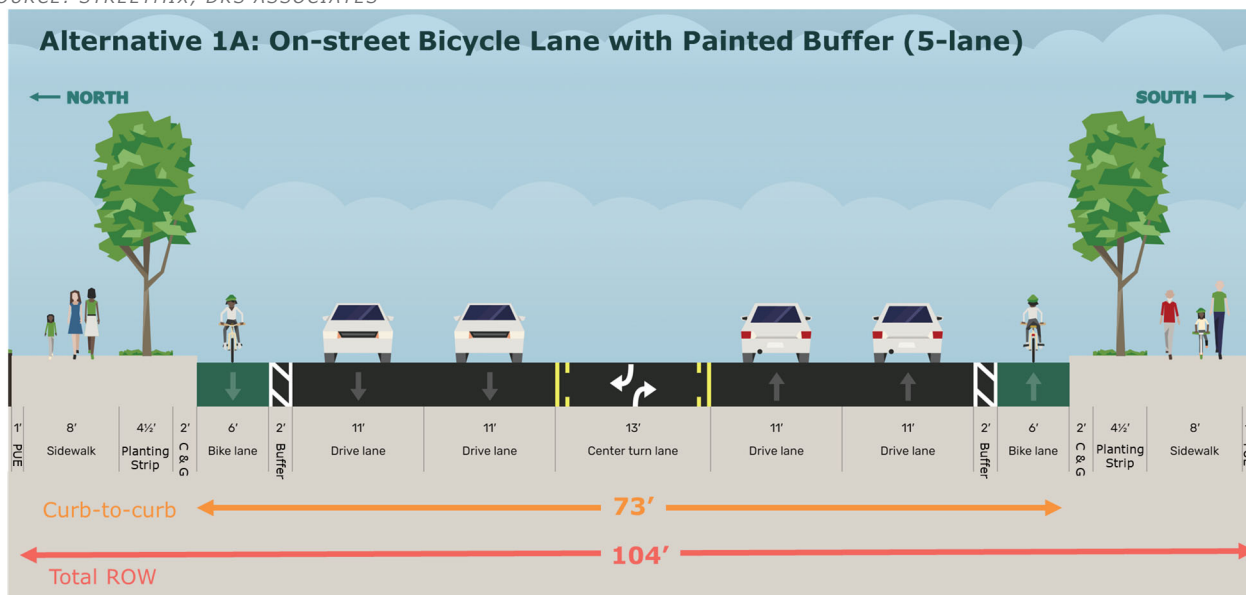
**On-street Bicycle Lane with Painted Buffer** - Washington County Complete Streets Guide (unadopted) standard

Alternative 1 and 1A include on-street bike lane facilities with a painted buffer to provide separation from the adjacent vehicle travel lane. Alternative 1 represents a three-lane configuration while Alternative 1A represents a five-lane option with the same section elements. Note the increased curb-to-curb and total right-of-way width requirements under Alternative 1A.



**FIGURE 1: FARMINGTON ROAD CORRIDOR - ALTERNATIVE 1: 3-LANE CROSS-SECTION (BLTS= 2, PLTS= 2)**

SOURCE: STREETMIX, DKS ASSOCIATES



**FIGURE 2: FARMINGTON ROAD CORRIDOR - ALTERNATIVE 1A: 5-LANE CROSS-SECTION (BLTS= 2, PLTS= 2)**

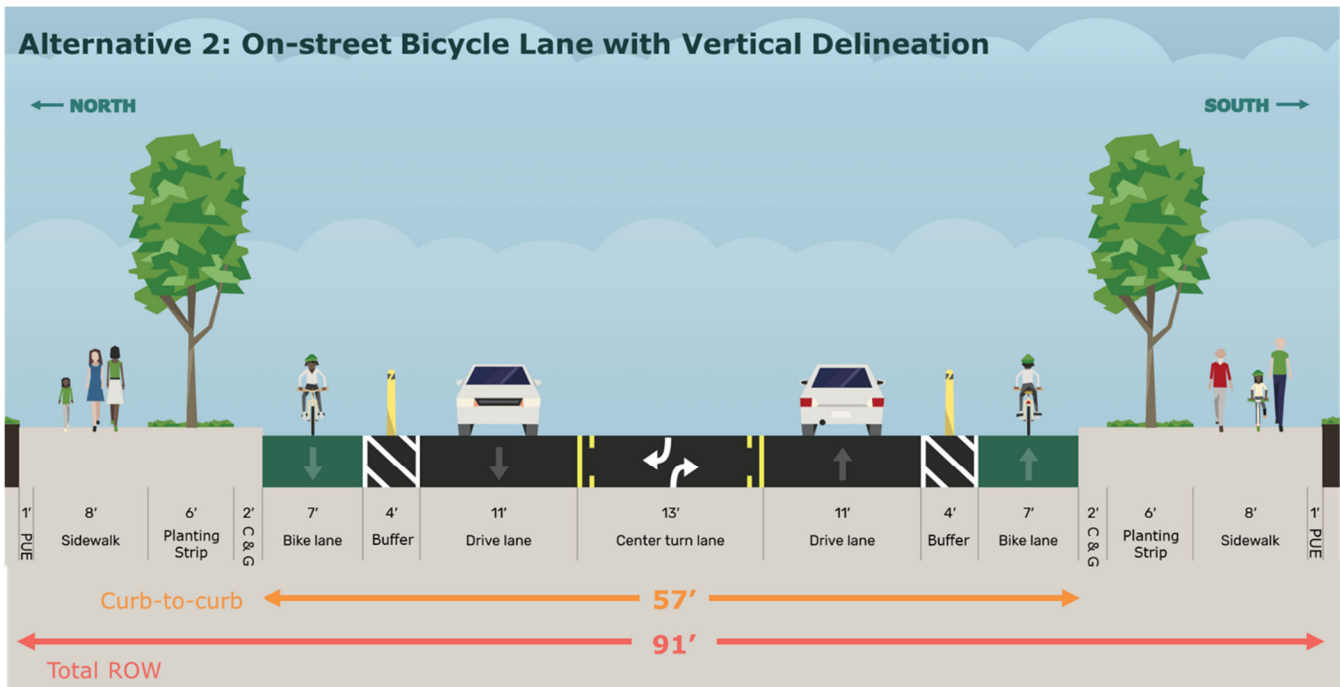
SOURCE: STREETMIX, DKS ASSOCIATES



**On-street Bicycle Lane with Vertical Delineation** – ODOT Highway Design Manual standard

Alternative 2 demonstrates the ability to use on-street bike lane facilities with a buffer as an interim condition to allow construction of a raised bike facility in the future while maintaining the location of the curb and stormwater facilities from the interim condition. This approach is aimed to limit the need for facility reconstruction between curbs if the corridor were widened to a five-lane section in the future, after corridor improvements identified with this Farmington Road Concept Plan.

Vertical delineation provided in Alternative 2 should consider the interim nature of the design, so treatments like curbed medians should not be considered. With a seven-foot bike lane and four-foot buffer, this pavement can be maintained as the eleven-foot dedication needed for a future travel way should lane widening become necessary to provide additional capacity for vehicle operations. While this alternative is forward-compatible between curbs, significant retrofit and additional right-of-way behind the curb would be required in a conversion to a five-lane section.

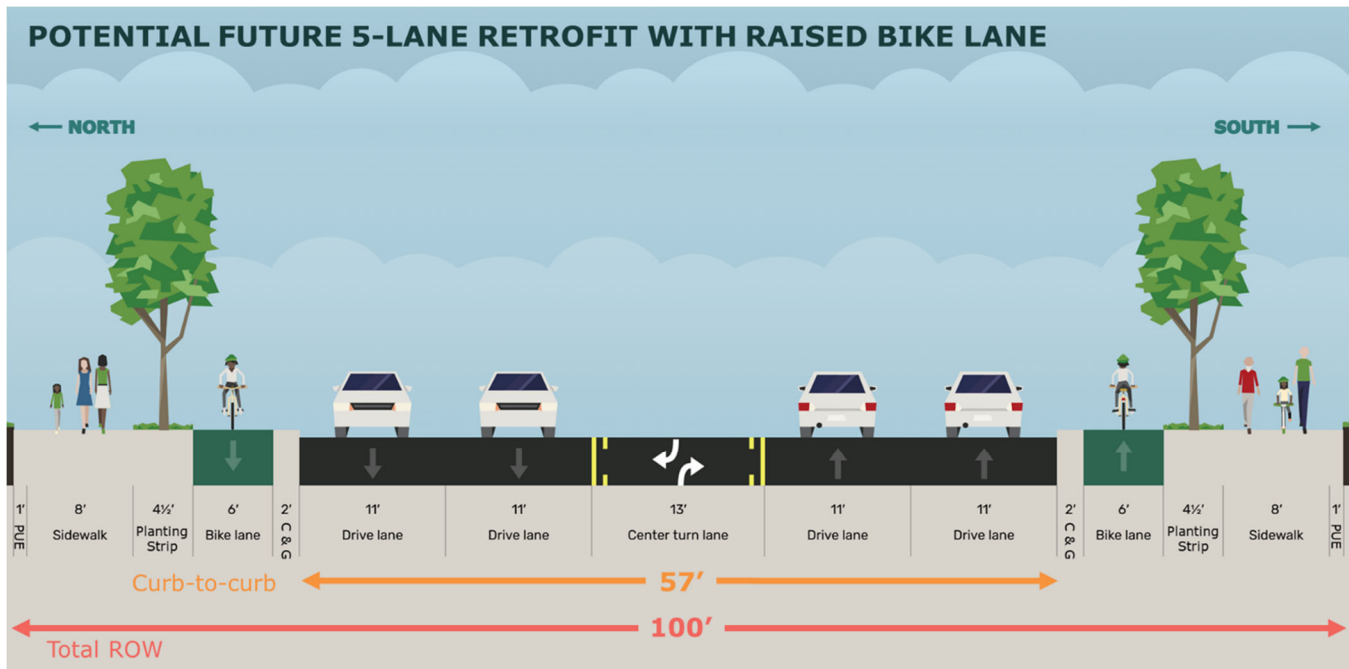


**FIGURE 3: FARMINGTON ROAD CORRIDOR – ALTERNATIVE 2: 3-LANE CROSS-SECTION WITH VERTICAL DELINEATION (BLTS= 1, PLTS= 1)**

SOURCE: STREETMIX, DKS ASSOCIATES



Figure 8 shows a future concept for a five-lane section that could be constructed after Alternative 2 improvements if additional vehicle capacity is needed in the future. The curb-to-curb width would be maintained to the same as Alternative 2. The bike lane would be moved to behind the curb and raised with the relocated planting strip and sidewalks.



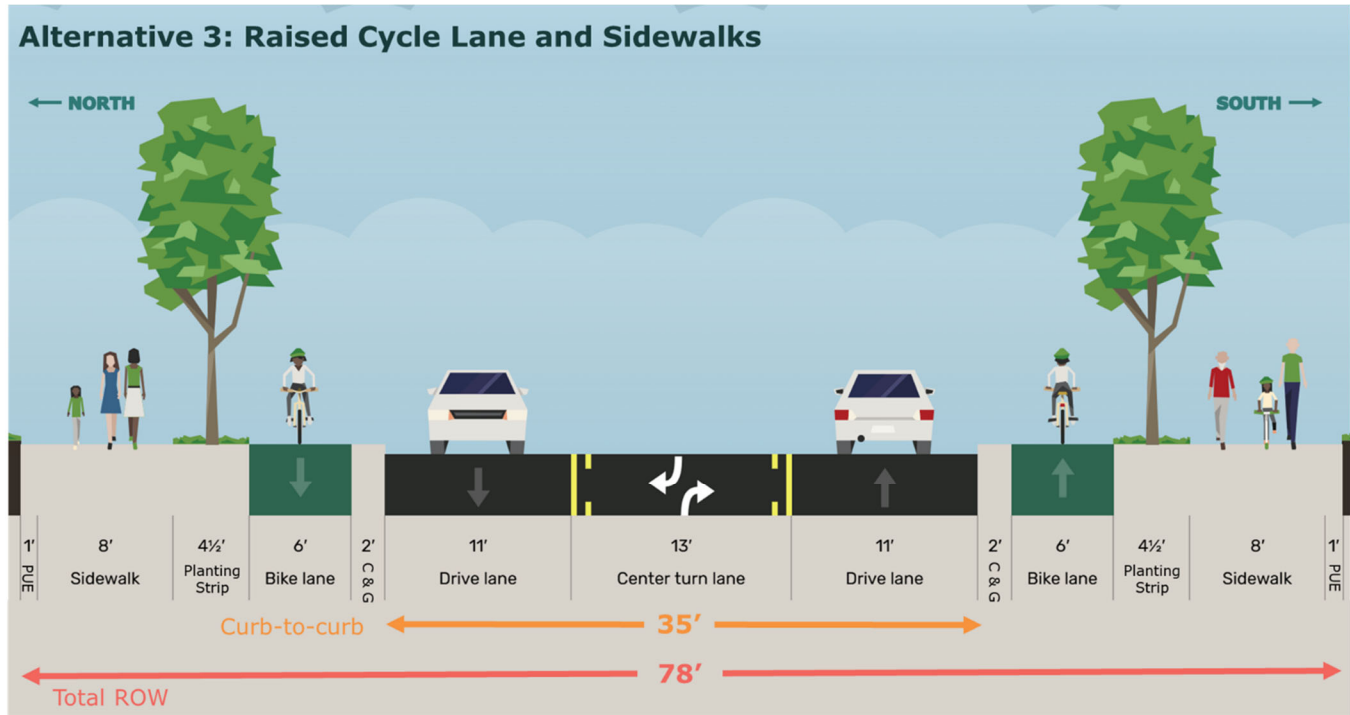
**FIGURE 4: FARMINGTON ROAD CORRIDOR - FUTURE 5-LANE CROSS-SECTION RETROFIT WITH RAISED BIKE LANE (BLTS= 1, PLTS= 2)**

SOURCE: STREETMIX, DKS ASSOCIATES



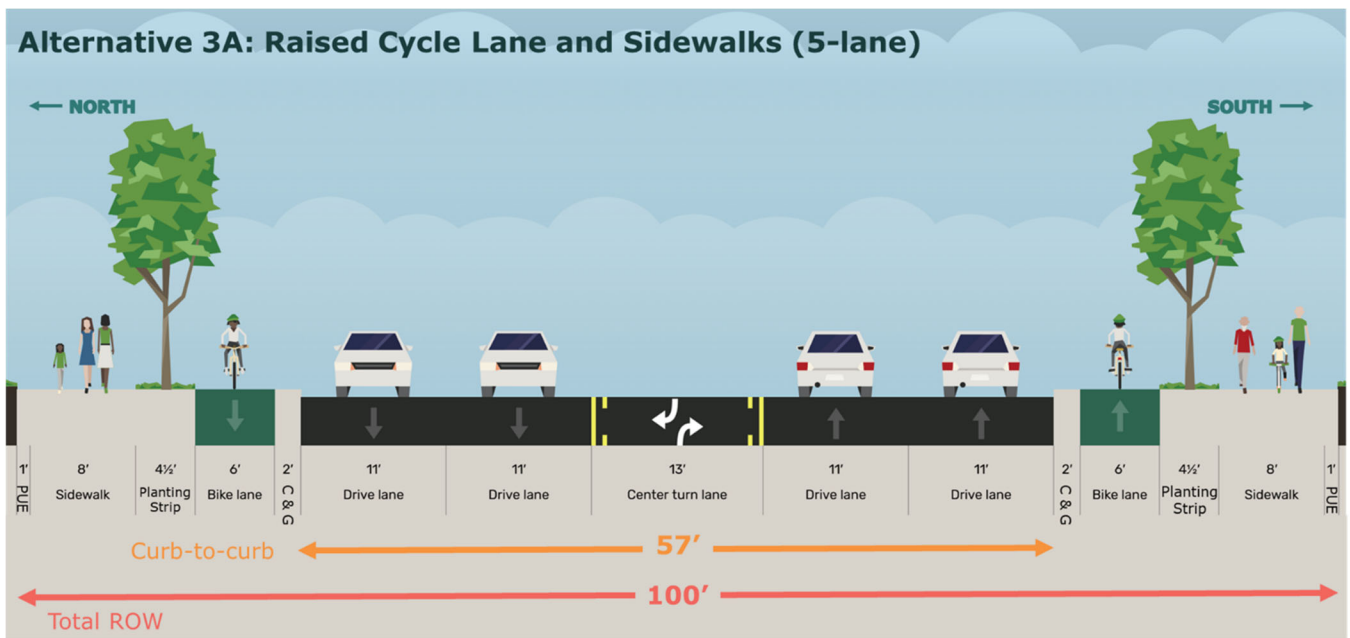
**Raised Cycle Lane and Sidewalks** - County Complete Streets Guide & ODOT HDM standard

Alternative 3 include raised bike lane facilities behind a curb buffer to provide additional protection from the adjacent vehicle travel lane. Alternative 3 represents a three-lane configuration while Alternative 3A represents a five-lane option with the same section elements. Note the increased curb-to-curb and total right-of-way width requirements under Alternative 3A.



**FIGURE 5: FARMINGTON ROAD CORRIDOR - ALTERNATIVE 3: 3-LANE CROSS-SECTION WITH RAISED CYCLE LANE AND SIDEWALKS (BLTS= 1, PLTS= 2)**

SOURCE: STREETMIX, DKS ASSOCIATES



**FIGURE 6: FARMINGTON ROAD CORRIDOR - ALTERNATIVE 3A: CROSS-SECTION WITH RAISED CYCLE LANE AND SIDEWALKS (BLTS= 1, PLTS= 2)**





## FARMINGTON ROAD CONCEPT PLAN

# PROJECT ADVISORY COMMITTEE MEETING #1 SUMMARY

July 29, 2024 from 5:00-6:30 p.m.

Hosted virtually

## ATTENDEES

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### 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  
**Juan Pedro Moreno Olmeda**, Unite Oregon  
**Jeff Pazdalski**, Westside Transportation Alliance  
**Scott T. Rennie**, Aloha Business Association  
**Nancy Romo**, Community member (Absent)  
**Carlos Romo**, Nancy Romo alternate  
**Layton Rosencrance**, AARP  
**Ken Seymour**, CCI  
**Stephanie Turner**, Oregon DOT  
**Sara Westersund**, Oregon Walks

### Audience:

6 people were in the audience.

### Staff:

**Julie Sosnovske**, Washington County  
**Dyami Valentine**, Washington County  
**Kayla Fleskes-Lane**, DKS  
**Reah Flisakowski**, DKS  
**Brandy Steffen**, JLA Public Involvement  
**Tuyen Ta**, JLA Public Involvement

## MEETING CONTENT AND CONVERSATIONS

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### OVERVIEW

**Commissioner Fai, Washington County**, welcomed the group and shared her interest in the project. **Brandy, JLA Public Involvement**, started the meeting and asked all PAC members and staff to provide introductions.

**Julie, Washington County**, shared a project overview and the group had the following questions:

- **Ken, CCI** - Will the rest of Farmington Road be five lanes?
- **Juan Pedro, Unite Oregon** - Is there any connection or collaboration with the future affordable housing around 209th Street from Metro's housing bonds?
- **Carlos, Community member alternate** - Any target dates or timeframes for this planning?

### EXISTING CONDITIONS AND FUTURE NEEDS

**Kayla, DKS**, shared existing and future needs. She answered questions from the group:

- **Sarah, The Street Trust** - Is this project subject to the 2023 RTP update or under the mobility rules of the 2018 RTP? V/C ratios were modified in the 2023 RTP and Sarah would like a follow-

up on which RTP the data is subject to. Additionally, Sarah asked if this is using the Blueprint for Urban Design?

- **Carlos, Community member alternate** - Commented on the 5- 10-year period and emphasized that we don't have the capacity now and conditions in 5 to 10 years will be even worse.
- **Ken, CCI** - How did congestion targets on 209<sup>th</sup> turn out in those metrics?

#### **GOALS, OBJECTIVES, AND EVALUATION CRITERIA**

**Reah, DKS**, shared project goals, objectives, and evaluation criteria.

Members did a temperature check to measure whether the group felt the project was moving in the right direction. All members raised their hands except for one. PAC members were in general approval that the project team's goals and objectives were on track for the technical team to proceed. A few members wanted to address specific concerns or missing information.

- **Sarah, The Street Trust** -Shared her thoughts on safety vs. livability/health/equity. She was unsure how to treat some of these categories (equity and safety) relative to each other. These two categories feel "fuzzy" and should be recalibrated as a matter of categorization, however the objectives are good.
- **Commissioner Fai, Washington County** - Suggested having a member from TriMet join future conversations to ensure the design phase can consider shelters and seating at TriMet stops on this corridor.
- **Scott, Community member** - Is an opportunity for the Kinnaman section that leads up to Farmington to be part of the project? There is a lot of traffic on both sides of Kinnaman and there has been a fatal pedestrian crash on Kinnaman in the neighborhood, not quite on the corridor.
- **Commissioner Fai, Washington County**, asked for:
  - Clarification from the project team on Sarah's suggestion and the next steps.
  - An update on more recent safety data (after 2017) to reflect current safety conditions (accidents, deaths, etc.).

**Reah, DKS**, said that the goals and objectives will be presented to the technical advisory committee (TAC) in mid-August. Feedback from both groups will refine the goals and objectives before the next PAC meeting. The project team will review the 2023 Oregon Transportation Plan update to refine the language and categorization for the safety and equity goals.

#### **PUBLIC COMMENTS**

No Public Comments

#### **NEXT STEPS**

- PAC Meeting #2 will discuss needs, opportunities, and constraints.
- **Julie, Washington County**, will propose meeting times and send out a Doodle poll for scheduling Meeting #2 for Fall 2024.