

Property & Business Owner Meetings

Meeting Summary Memo

Date: January 29, 2026
Times: 8:00 AM – 9:00 AM and 9:30 AM – 10:30 AM
Location: Forest Grove Community Auditorium, 1915 Main St, Forest Grove, OR 97116

Purpose and Context

The City of Forest Grove hosted two in-person small group meetings with local property owners and business representatives located within the Pacific Avenue & Tualatin Valley Highway Access Management Strategy project area. These meetings were designed to support development of the Access Management Strategy by:

- Sharing project goals, scope, and process
- Gathering input on existing property access conditions and operational needs
- Identifying concerns, constraints, and location-specific issues that should inform future access management alternatives

Each meeting was about one hour and included a facilitated discussion. Conversations focused on driveway access, pedestrian and vehicle safety, transit operations, construction impacts, and coordination with adjacent jurisdictions. This memo documents key takeaways from both meetings and is intended to serve as an appendix to the final Access Management Strategy.

Key Themes

While participants represented different properties and perspectives, several themes came up across both meetings:

- Urgent pedestrian and vehicle safety concerns, particularly near Yew St./Adair St. and along Quince St
- Desire for near-term, interim safety improvements while longer-term solutions are pursued
- Importance of maintaining safe and functional access for existing businesses and properties
- Concerns about driveway consolidation and potential spillover impacts to parking lots and local streets
- Emphasis on accessibility for seniors, people with disabilities, and people using mobility devices
- Need for clear coordination and communication between the City of Forest Grove, ODOT, TriMet, and the City of Cornelius

These themes frame the takeaways from Meeting #1 and #2, summarized below.

Meeting #1 Takeaways (8:00 AM Session)

Pedestrian Safety – Yew St. and Adair St.

Pedestrian safety at and near the Yew St./Adair St. area was the main concern raised in Meeting #1. Many participants described this area as a high-risk location, particularly during afternoon peak periods (approximately 4:00–6:00 PM), when large volumes of pedestrians cross TV Highway.

Participants noted that the primary pedestrian crossing activity occurs slightly offset from the Yew Street intersection, rather than directly at the intersection itself. This creates confusion for both pedestrians and drivers, particularly when combined with existing lane configurations and signal timing.

Key points raised included:

- High pedestrian use of the crossing by students and manufacturing employees to the north of Adair St., including students traveling to nearby businesses
- Poor visibility and lighting conditions, especially during winter months when pedestrians wear dark clothing
- Unclear or inconsistent crossing locations, markings, and lane striping
- Limited driver sight distance due to roadway geometry and elevation changes on the north side of Yew St.
- Conflicts between pedestrians and vehicles accessing the multiple 7-Eleven driveways near the Adair St. intersection, compounded by westbound traffic movements
- Westbound traffic movements near the 7-Eleven were described as particularly challenging for pedestrians attempting to cross
- Participants noted that even modest interim changes, such as clearer lane configuration signage, could reduce confusion in the short term

Participants referenced a history of crashes and near-misses and expressed frustration that concerns at this location have been discussed for many years without resolution. While project staff clarified that pedestrian crossings and traffic signals are often addressed through separate safety projects, participants emphasized that pedestrian safety, access, and circulation are closely linked at this intersection.

Participants expressed strong interest in interim improvements, such as enhanced striping, signage, lighting, or crossing enhancements that could be implemented sooner than a full signal installation and other longer-term solutions.

Timeline, Funding, and Process

Participants questioned why safety improvements, particularly a traffic signal at Yew St. and Adair St., are taking a long time to implement given the severity of safety concerns. Staff explained that:

- Funding has been identified for design of a traffic signal at Yew St./Adair St., but construction funding has not yet been secured
- The project is currently in a planning and evaluation phase and will require a traffic signal warrant for ODOT to approve
- In terms of the Access Management Plan Adoption, the City clarified that the outcome of the project will include identifying amendments to the TSP and City Development Code, and that will require a formal public process
- TV Highway is an ODOT-owned facility, which adds coordination and approval complexity

Participants acknowledged these constraints but voiced concern that inflation and construction cost escalation may reduce the effectiveness of future investments. There was interest in clearer communication about current versus future costs and potential funding strategies tied to development activity.

Driveway Access and Business Operations

Participants discussed several location-specific driveway access challenges and potential solutions:

- Multiple closely spaced driveways (access points) along TV Highway create many conflict points
- Limited sight distance for certain driveways, particularly at the ACE Hardware driveway when buses stop in the right-turn lane, blocking visibility for exiting vehicles
- Large vehicles struggle to enter site at 4383 N Adair St. from Adair St. and navigate tight turning movements. Recommendations included improving the driveway radius and a right turn lane to facilitate entering the site
- In general, the ACE Hardware store driveway works fine. When the driveway is blocked by traffic queuing at Quince St., customers often use 19th Ave. as an alternative access
- Concerns that multiple 7-Eleven driveways near Yew/Adair create safety conflicts; suggestions include closing or modifying the driveways (i.e., entrance-only access) to reduce conflicts from vehicles entering and exiting the intersection
- Suggestions to consolidate driveways at the Habitat for Humanity property if it redevelops, provided a clear internal connection between properties is established

Participants emphasized the importance of maintaining functional access for customers, delivery vehicles, and service trucks. While there was openness to ideas such as entrance-only or exit-only configurations, there was strong concern about full closures without viable alternatives.

Participants cautioned that driveway consolidation could shift traffic problems into parking lots, adjacent properties, or smaller roads if not carefully designed.

Transit Stops and Operational Conflicts

Participants raised concerns about bus stop placement near intersections and driveways, noting that stopped buses can:

- Block sightlines when bus stops are placed upstream of the driveway or intersection
- Increase conflicts for motorists exiting the driveways

Several participants referenced past coordination challenges with TriMet and requested greater site-specific consideration of bus stop placement, particularly as future Bus Rapid Transit (BRT) improvements are planned.

Participants specifically noted that bus stops located immediately upstream of driveways or intersections exacerbate existing access and visibility issues and should be evaluated on a case-by-case basis.

Meeting #2 Takeaways (9:30 AM Session)

Access Management Approach and Decision-Making

Participants in the second meeting sought clarity on whether preliminary access recommendations had already been developed. Project staff emphasized that:

- No final decisions have been made
- Concepts are being developed based on crash data, engineering standards, and stakeholder input
- The intent is to balance safety improvements with the operational needs of existing businesses and properties

Participants requested clarity on how and when decisions about access closures or modifications would be made, including the role of public hearings, Development Code updates, and ongoing property owner engagement.

Quince St. and Adjacent Network Impacts

Participants raised safety and congestion concerns along Quince Street and its connection to TV Highway, noting that access management decisions along the corridor can have direct impacts on the surrounding street network. Specific concerns included:

- Difficulty entering and exiting during peak periods, particularly at the Forest Villa Senior Apartments site

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- Crash history is related to turning movements, with several participants noting that drivers often focus on left-turn gaps and fail to check other movements
- A wide right-turn lane on Quince Street, designed to accommodate truck traffic, that may contribute to higher vehicle speeds and crossing challenges
- Afternoon congestion that can queue back toward the roundabout, raising concerns about right-out-only access scenarios
- Anticipated traffic increases from approved development at the northeast corner of TV Highway and Quince Street, increasing safety concerns
- Afternoon peak-period queuing on Quince Street can extend far enough to restrict driveway access for adjacent properties
- Right-out-only access scenarios on Quince Street were viewed cautiously due to limited opportunities to re-enter the broader network

Participants emphasized that access management decisions along TV Highway should consider the broader street network, not just TV Highway, to avoid shifting problems from one location to another.

Senior Living and Accessibility Considerations

Accessibility for seniors and people using mobility devices was a significant concern, particularly for residents of nearby senior housing. Participants described:

- Pedestrian crashes involving mobility devices
- Inadequate pedestrian crossing times that do not allow seniors to cross safely before signal changes
- Construction impacts that disrupted accessible routes, including detours that were too long for people using scooters, walkers, or other mobility aids

Participants supported improvements such as continuous sidewalks, shorter crossing distances, clearer markings, and construction practices that always maintain accessible paths. Participants suggested improving pedestrian connectivity between the senior apartments and the Habitat for Humanity site to allow access to bus stops and nearby destinations without requiring travel through the TV Highway/Quince St. Intersection, instead using the new Row A & B crossing.

Interim Safety Improvements

Participants repeatedly asked whether smaller and near-term safety improvements could be implemented while longer-term solutions are pursued. Discussion emphasized the need for safety improvements at the Yew St. and Adair St. intersection. Suggested ideas included:

- Improved lane markings and signage
- Better definition of the crossings
- Median islands or refuge areas
- Enhanced visibility at crossings

The urgency of addressing known problem areas (especially near Yew St.) was emphasized, with several participants noting that waiting for major capital projects may result in preventable injuries.

Additional Property-Specific Access Considerations

Additional access needs raised during Meeting #2 included:

- Habitat for Humanity identified the need to accommodate truck access, including semi-trucks and garbage trucks that serve the site
- The owner of the undeveloped Mountain View site requested future coordination on access during redevelopment and noted that the driveway closest to Yew Street currently functions as the primary access, while the second driveway is not in use
- Habitat for Humanity indicated that they would like to see consolidation happening with driveways east of the property. Their driveway is too close to the US market driveway and they have seen consumers making left turns in conflict with motorists making left turns into the US Market driveway

Cross-Cutting Issues

Agency Coordination

Participants expressed confusion about jurisdictional boundaries and agency roles, particularly near the Forest Grove–Cornelius boundary. There was strong interest in:

- Clear communication about who has authority over specific decisions
- Coordinated planning across city boundaries
- Alignment between access management, transit projects, and safety initiatives

Communication and Transparency

Participants requested clearer, more frequent communication about:

- Project timelines and milestones
- What issues are within the project scope
- How public input influences decisions

Clear communication was viewed as critical to maintaining trust, particularly where solutions may take time to implement.

Summary of Key Takeaways

The small group meetings underscored the complexity of balancing access, safety, and mobility along TV Highway. Key takeaways include:

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- Strong consensus that pedestrian safety, especially at the Yew St./Adair St. intersection, requires urgent attention
- Property owners want to collaborate on access solutions that maintain business viability
- Interim and low-cost safety improvements are highly desired
- Driveway consolidation should be approached carefully to avoid unintended impacts to businesses and the local street network
- Accessibility for seniors and people with disabilities must be a core consideration
- Clear coordination and communication across agencies and jurisdictions is essential

The input gathered during these meetings will inform the development and evaluation of access management strategies and help shape next steps for the project.