



Active Transportation & Complete Streets Projects

Name of Project Westside Trail Bridge Design

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. = *Westside Trail crossing Hwy 26*
- Beginning facility or milepost. = *Greenbrier Parkway*
- Ending facility or milepost. = *Cornell Road*
- Provide a brief description of the project elements. = *The proposed project will engage the public, and complete the design & engineering for a bicycle and pedestrian bridge over Hwy 26 as part of the West Side Trail, west of the Murray Boulevard Interchange. Project will identify impacts, determine design, engage the public, produce engineering documents, and estimate costs sufficient to proceed in securing subsequent grant funds for construction.*
- City (ies). = *City of Beaverton adjacent to project*
- County(ies). = *Washington County*

Base project information

- Corresponding RTP project number(s) for the nominated project. = *11211*
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).

Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).

This project is key is overcoming one of the major barriers to bicycling and walking in Washington County, crossing Hwy 26. The existing interchanges at Murray Boulevard and Cornell Road have high traffic volumes, many user conflicts, and is not easily navigable by bicycles and walkers of all ages and abilities. A grade separated crossing to the west of the Murray interchange, along the designated alignment of the Westside Trail, would provide a safer and more comfortable crossing experience. The connection will provide key access to important destinations including schools, employment, housing, community recreation centers, and transit. The 25-mile Westside Trail is one of the county's most important regional trail corridors that will link the Tualatin River near King City with the Willamette River. Substantial portions of the trail have already been constructed or are planned for construction to

the north and south the project site. The proposed crossing is a critical link in the trail, essential to ensure the full functionality of the trail corridor as a transportation and recreation route.

The project would meet nearly all of the project criteria, including: (1) Improving access to and from Cedar Mill Town Center, a bicycle and pedestrian district and Cornell Main Street; (2) Improving access to and from large employment areas north and south of Hwy 26 that include Nike, Columbia Sportswear, Leupold & Stevens, Tosoh, and others; (3) Improving access to Sunset High School, Meadow Park Middle School, and YMCA Child Center; (4) Overcoming a barrier to connectivity and improving the user experience for people walking and biking across Hwy 26; (5) Serving environmental justice (EJ) populations in the Cedar Mill Town Center area, and Walker/Murray Area, connecting to jobs, schools, and housing, as well as essential destinations for that community; (6) Providing "last mile" connections to and from bus service on Murray, Cornell, Walker Roads and improved access to Merlo MAX stations (Transit Center); (7) Separating pedestrian/bicycle traffic from freight and other vehicles on busy arterial roadways and through an interchange with many conflict points; (8) Serving a Metro 2040 center- the Cedar Mill Town Center - that feature existing medium- to high-density development and County mixed use-affordable housing project currently under development; (9) Including a public outreach element that builds on existing efforts, (10) Leveraging Washington County's unique, dedicated transportation funding resources; and (11) Reducing or delaying the need for roadway expansion at the Murray interchange and adjacent arterials.

- Attach a completed Active Transportation Design checklist (Appendix C).
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).

This is a design/ engineering project whose effectiveness will be measured in the completion of engineering documents, determination of environmental and right-of-way impact, and community engagement on design. Ultimate success will be the readiness of the design to secure funding and begin construction.

Project Cost and Funding Request Summary

- Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support

Cost estimate draws on recent experience working on the Fanno Creek Bridge (Oleson Rd) Replacement Project and SW 119th Sidewalk Improvements, federally funded projects. Matching funds of \$83,000 have been approved from the Washington County Major Street Improvement Program Opportunity Fund. Tualatin Hills Park & Recreation District (THPRD) will also contribute an amount of \$100,000 from system development charges (SDC) fund as a further match. Letters of support have also been attached.

- Total project cost: \$800,000
- RFFA funding request by project phase: Project Development \$300,000 and Engineering \$500,000
- Local match or other funds
(minimum match = 10.27% of funds requested + match): \$211,492 = 26.4% match

Map of project area

- Provide a map of the project consistent with GIS shapefile standards found in Appendix B

Project sponsor agency

- Contact information (phone # & email) for: 503.846.7819 shelley_oylear@co.washington.or.us
- Application lead staff = Shelley Oylear see above
- Project Manager (or assigning manager) = Joe Younkins 503.846.7832
- Project Engineer (or assigning manager) = Joe Younkins joe_younkins@co.washington.or.us,
- Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.

Washington County has delivered numerous federal aid transportation projects in recent years, including the Fanno Creek (Oleson Rd) Bridge Replacement, Scoggins Creek Bridge Replacement, Meacham Road Bridge over Dairy Creek, Banks-Vernonia Trail Extension, Phillip Harris Bridge (Farmington Road) over the Tualatin River, and nine American Reinvestment and Recovery Act (ARRA) projects. The county has a record of delivering high quality projects, on time and on budget.

- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.

The county's Department of Land Use and Transportation Engineer and Construction Services is a robust organization with proven experience in transportation planning, engineering design, and capital project management. The department routinely handles numerous projects at any given time, including federal aid projects and projects in partnership with ODOT such as the current Hwy 47-Verboort/Purdin and David Hill Road roundabouts. We successfully deliver more than \$35 million dollars annually in capital construction projects and between \$2-3 million in bike/pedestrian projects.

Highest priority criteria

1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?

The neighborhoods north and south of the project corridor, part of the unincorporated Cedar Mills Town Center, are home to low income, non-White, older adults and youth populations, representative of the County overall. Due to the barrier of crossing Hwy discussed earlier, transportation-disadvantaged populations are forced to travel out of direction along high speed, high volume arterial roadways to reach jobs and community destinations including the schools, bus stops, recreation centers, and grocery stores. For those who do not have access to a vehicle, this project will fill a gap in the system and drastically improve safety, mobility and accessibility for people walking, bicycling, using mobility devices crossing Hwy 26. The follow table documents population data for the four census tracts surrounding the project corridor(one which includes a portion of rural area):

| <i>Populations</i> | <i>Percentage of Population in Project Area</i> | <i>Percentage of Population in the County</i> |
|-------------------------|---|---|
| <i>Total Population</i> | <i>100%</i> | <i>100%</i> |

| | | |
|--------------------------------|------------|------------|
| <i>Low English Proficiency</i> | <i>1%</i> | <i>9%</i> |
| <i>Non-White</i> | <i>29%</i> | <i>30%</i> |
| <i>Over age 65</i> | <i>10%</i> | <i>10%</i> |
| <i>Under age 18</i> | <i>23%</i> | <i>25%</i> |
| <i>Low Income</i> | <i>21%</i> | <i>26%</i> |

Data Sources: Census 2012 American Community Survey (Total Pop, Low English Prof., White, Non-White, Over 65, Under 18) Census 2013 American Community Survey (Low Income - 185% of poverty level [HC01_EST_VC51])

Student attendance boundary for Sunset High School and Meadow Park Middle School includes areas both north and south of Hwy 26. Students would benefit from a dedicated bicycle and pedestrian crossing of Hwy 26 to access their schools and nearby recreation facilities: the Sunset Swim center H.M. Terpenning Recreation Complex, and Pioneer Park.

2. What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?

The existing interchange at Murray Blvd. is high traffic volumes and high speed

- *South of Cornell Rd: 22,333 ADT, 35 mph, 7.2% freight*
- *North of Walker Rd: 24,620 ADT, 48 mph, 10.3% freight*

Forecasted volumes indicate an increase in traffic on Murray Blvd at the interchange of 13% from 2010 to 2035. Current interchange configuration has many potential user conflict points, yield conditions, skewed approaches, and few signalized crossings. Current bicycle and pedestrian crashes are not high but the current environment is not easily navigable by bicycles and walkers of all ages and abilities, which discourages use. A grade separated crossing between the Murray Blvd Interchange and the Cornell Rd interchange, along the alignment of the Westside Trail would eliminate the many conflict points with vehicles and provide a safer, more comfortable crossing experience. Student attendance boundary for Sunset High School and Meadow Park Middle School includes areas both north and south of Hwy 26, that does not.

3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?

The bridge will create connections and improve access to:

- *Cedar Mill Town Center, a bicycle and pedestrian district, and Cornell Main Street*
- *Employment areas north and south of Hwy 26 that include Nike and Columbia Sportswear, as well as manufacturers such as Leupold & Stevens, Tosoh, and others.*
- *Sunset High School, Meadow Park Middle School, and YMCA Child Center*
- *Tualatin Hills Park & Recreation District facilities such as H.M. Terpenning Recreation Complex, Sunset Swim Center and Park, and Pioneer Park*

As a key link in the 25-mile Westside Trail, the bridge will support bicyclists and walkers to reach destinations both in the vicinity and across the county, on a safe and separated facility.

4. How will the proposed project support the existing and planned housing/employment densities in the project area?

The project will serve as a connection to the westerly edge of Metro 2040 center (Cedar Mill Town Center) that features existing medium- to high-density development. The town center is also designated as a Pedestrian/Bicycle District in the Washington County Transportation System Plan (TSP). A Pedestrian/Bicycle District identifies an area where high use by pedestrians and cyclists is either observed or intended due to a combination of existing and/or proposed land uses, density, land use mix, community design, availability of transit service and/or provision of pedestrian and bicycle facilities. Both north and south of Hwy 26 are existing industrial and manufacturing sites with significant numbers of employees:

North of Hwy 26

- *Several existing apartments complexes exist adjacent to the trail and north of Cornell Rd*
- *The County has entered into agreements to develop a mixed use-affordable housing project at the Cornell/Murray intersection*
- *Potential for densifying industrial uses*

South of Hwy 26

- *Available light industrial and industrial campus land*
- *Potential for increases in residential infill*

The project will create new and viable travel options for employees and residents, increase access to recreation, transit, shopping and services for a wider range of ages and abilities.

Higher priority criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).

In the RATP the project is #T9 and in the RTP #11211. Sunset Highway (U.S. 26) is a major physical and psychological barrier that effectively defines the northern area of Washington County with very few local street and trail crossing opportunities. On Hwy 26, interchanges are widely spaced, Murray Blvd to Cornell Road 1.34 miles. Travel distances to crossings are even longer utilizing the local roadway systems (1.8 to 2.8 miles) for bicyclists and walkers. The project will provide a new connection over Hwy 26, on a bicycle and pedestrian only bridge, and fill a gap in a high quality regional trail, connect to proposed neighborhood bikeways and bicycle and pedestrian facilities on Cornell Road and Walker Road.

6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?

The project will link the Westside Trail over Hwy 26, on a bicycle and pedestrian only bridge and connect to trail and other bicycle and pedestrian facilities. The connection will provide users of all ages and abilities an excellent experience by providing an alternative to mixing with the adjacent interchange traffic, that includes high amounts of freight and commuter traffic.

The Westside Trail Master Plan proposes an 18-foot wide bridge and provides other direction for accommodations and amenities. THPRD standard for regional trails is 12- to 14-foot paved with 2-foot gravel shoulders (total width of 16-to 18-feet). Regional trails serve a transportation function and will be designed and constructed in ways that facilitate comfortable, convenient travel, considering the characteristics discussed in the Metro ATP. The project will be designed to accommodate users of all ages and abilities, complying with ADA requirements. The bridge design would also conform to the ODOT Bridge Design and Drafting Manual(BDDM) and American Association of State Highway and Transportation Officials (AASHTO) specifications for the Design of Pedestrian Bridges.

Site furniture, such as benches and trash receptacles, will also be incorporated in the project's design, as will trail and wayfinding signage per THPRD's standards identified in its Trails Functional Plan. Lighting will also be explored and included where feasible. Because the project area is located within a powerline corridor, Bonneville Power Administration (BPA) and Portland General Electric (PGE) have restrictions on what amenities can be located under high voltage transmission lines. One of the outcomes of this project will be to identify these limitations.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?

The Westside Trail is an important regional transportation trail and provides "last mile" connections to and from bus service on Murray Boulevard, Cornell Road, Walker Road and 158th Avenue, as well as improved access to the Merlo MAX station. TriMet line #48 on Cornell is a frequent service route that has one of the highest ridership in the County.

Priority criteria

8. How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).

THPRD will lead public engagement with the County taking on a supporting role. Engagement will build on the extensive outreach that was done as part of Metro's Westside Trail Master Plan 2012-13, Washington County's Transportation System Plan Update 2014-15, and THPRD's Trails Functional Plan 2015-16. A public engagement plan will be developed with the project and will include identifying underrepresented population, and choosing tools and techniques for meaningful public engagement.

9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

The project will be leveraging the county's Major Streets Transportation Improvement Program (MSTIP) - a permanent property tax levy - specifically Opportunity Funds as a match. These funds have been set aside to leverage grants and other partnerships. THPRD will also be contributing an amount of \$100,000 from system development charges (SDC) fund as a further match. The project would leverage upcoming investments in the Westside Trail to the north and south of the proposed crossing through

agreements with Nike. Once the project is completed the work will be leveraged to secure funding for construction of the bridge and trail.

The proposed project will also build upon current and past investment by THPRD to complete segments of the Westside Trail through its service area. South of Hwy 26 this includes completing 7 of 9 unbuilt segments totaling over four miles at a cost of approximately \$7,000,000 since 2009 between Barrows Road (near the Progress Ridge Town Center) and the Merlo/158th Transit Center and Tualatin Hills Nature Park. North of Hwy 26, North of Hwy 26 THPRD is currently constructing one mile of trail between the Rock Creek Trail and Kaiser Road at a cost of over \$3,000,000. These project costs include project development, preliminary engineering, right of way, environmental, utilities and construction costs. Nearly two-thirds of this investment has been provided through federal transportation dollars. Completion of a crossing over Hwy 26 is a critical link to the functionality of the Westside Trail as THPRD only has six segments remaining to construct totalling approximately four miles. These remaining segments are those on either side of Hwy 26 and include the crossing.

10. How will the proposed project provide people with improved options to driving in a congested corridor?

The project will create new viable travel options through:

- access to additional bus routes and more frequent service,
- reducing travel distances, north-south across Hwy for walkers and bicyclists
- creation of a comfortable and safe facility for the 8 or 80 year old
- increases the functionality of the Westside Trail as active transportation corridor
- convenient access for local employees and residents to walk/bike to ballpark, stadium, grocery store, high school, and shopping

Process

- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)

The proposed project responds to needs identified in existing plans and studies with considerable public involvement, including: Washington County Bicycle Pedestrian Prioritization Project 2011-12, Metro Westside Trail Master Plan 2012-13, Washington County Transportation System Plan Update 2014-15, and THPRD Trails Functional Plan 2015-16. The county public involvement process seeks out and engages affected community members, providing an opportunity for people to participate in decisions about proposed activities that may affect their environment and/or health. The county has renewed efforts to remove barriers and engage citizens through a variety of formats including open houses, event information tables, website-internet presence, and mailings. Washington County staff have reviewed priority projects from existing plans and studies to develop RFFA project nominations. Staff considered benefits and impacts to undeserved populations along with other priority criteria to help select projects for nomination.

As part of its Trails Functional Plan development, THPRD utilized an extensive public engagement process that included a citizen advisory committee, community open houses, an online survey and a public hearing with its board of directors. In addition to these formal efforts, comments were accepted by mail, email, online and telephone throughout the year long plan development process. This outreach process helped prioritize trail development, and identified the crossing of Hwy 26 as a medium priority project. Furthermore, as part of the development of THPRD's 2016-17 6-Year SDC capital improvements project list additional public outreach occurred to help prioritize funding for development projects. This process included an online survey, community open houses and a public hearing with the board of directors, which approved the project list in January 2016. This project includes funds for a feasibility study of the Hwy 26 crossing.

- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

Washington County coordinates with its regional partners through regular phone and e-mail contact and more formally through monthly WCCC and WCCC TAC meetings. These committees include elected officials and technical staff, respectively, from jurisdictions in the county. For this project, key partners include the City of Beaverton, THPRD and TriMet. All three entities are represented on the WCCC and WCCC TAC and have acknowledged this project nomination

In the Westside Trail Master Plan, Metro the worked with BPA to identify project design and coordination issues to consider in the development of the trail and bridge landings in the powerline corridor. The master plan determined that the project and ramps can be located within the powerline corridor. THPRD and Washington County have both worked with BPA on issues related to powerline corridors. This project would continue the working relationship to develop the project design and alignment that is acceptable to both and achieves the desired design elements. Coordination with ODOT will also be done for design compliance with BDDM and right-of-way impacts of structural supports for the bridge.



WESTSIDE TRAIL MASTER PLAN

Public Involvement Summary

This document summarizes public outreach and engagement for the Westside Trail Master Plan. This document includes a summary of the feedback from the questionnaires and comments collected at the six public open houses, and a list of all outreach events project staff attended.

The Westside Trail Master Plan project team engaged stakeholders and the public at 60 events over the course of 27 months. The project team directly engaged 1,400 people at these events. Over the course of the project, Metro compiled an email distribution list of 215 interested stakeholders and members of the public.

Open Houses

The largest of these events were the six public open houses that the project team hosted. Two open houses were held every six months at a south location at Deer Creek Elementary and a north location at Stoller Middle School. The open houses were held on the following dates at the following locations:

- Stoller Middle School on May 30, 2012 from 6 to 8 p.m.
- Deer Creek Elementary School on May 31, 2012 from 6 to 8 p.m.
- Stoller Middle School on October 29, 2013 from 6 to 8 p.m.
- Deer Creek Elementary School on October 30, 2012 from 6:30 to 8:30 p.m.
- Deer Creek Elementary School on May 8, 2013 from 6 to 8 p.m.
- Stoller Middle School on May 14, 2013 from 6 to 8 p.m.

334 people attended the open houses and offered preferences on potential trail routes, voiced concerns and questions, and identified priority segments for trail funding. Many of the participants attended multiple open houses throughout the planning process and became familiar with the project.

Open house materials ranged from segment maps, information on how public feedback was used to shape the master plan, estimated trail costs, and benefits of habitat restoration. Paper questionnaires were provided to attendees at each open house to collect feedback. The same information was provided through a virtual open house posted on the project's web page for those unable to attend one of the meetings but interested in providing

feedback. The online questionnaire was available on Metro's website for two weeks after the last date of each series of open houses.

Throughout the project a total of 218 questionnaires were collected. Fifty-nine percent of the questionnaires were collected at the open houses (128 total) and the remaining questionnaires were collected online (87 total). Three questionnaires were mailed to Metro.

Open house outreach

Before each open house series, 18,000 postcards announcing the open houses were mailed to neighbors and local businesses within one half-mile of the trail study segments. An email was also sent to the project email list.

Information about the project and the open houses appeared in the newsletters for CPOs 1, 4k, 4b and 6 as well as in the Oregonian. The open houses were also advertized in the Asian Reporter and the Portland Observer.

An announcement about the open houses was posted on Metro's website. A link to the online questionnaire appeared in a number of blogs and web pages including oregonlive.com and the Tualatin Hills Park and Recreation District website. A media release was issued to local newspapers the Thursday prior to the first open house.

Open house format

Various Metro staff, project consultants and members of the project stakeholder advisory committee staffed the open houses. A Metro councilor -- either Kathryn Harrington, Craig Dirksen, or Carl Hosticka -- attended each open house within their district to speak briefly about the project.

Open houses began with a brief PowerPoint presentation to provide attendees with a general project overview. The presentations were led by the project consultant team, or by Robert Spurlock, the Metro project manager. Each presentation was followed by a question and answer session where the public could ask questions and voice concerns. Attendees were then encouraged to visit the various boards and maps displayed at the open house to identify concerns, highlight areas of priority and to record thoughts on flip charts placed around the room. Throughout the open houses attendees were encouraged to speak freely with staff and members from the advisory committee to learn more about the project. Comments were documented on flip-charts as well as sticky notes that could be posted on segment maps and the questionnaires.

Respondent profile

Each questionnaire asked respondents where they lived and worked which is listed below.

- May 2012 – more than half the respondents reported living in unincorporated Washington County. Beaverton and Tigard were the second most identified areas of residence.
- October 2012 –nearly two-thirds of respondents reported living in unincorporated Washington County. Beaverton and Portland were the second most identified areas of residence. One-third of respondents reported working in Portland, with Beaverton and unincorporated Washington County also commonly identified work locations.
- May 2013 - nearly forty percent of the respondents reported living in unincorporated Washington County. Rural Multnomah County and Beaverton were the second most identified areas of residence. A quarter of respondents reported working in Portland and a quarter of respondents reported working in unincorporated Washington County. Beaverton was also a popular work location.

Overall, more respondents reported where they lived than where they worked.

Responses to questionnaires and open-ended questions

May 2012 Open Houses – Commute Mode and Trail Use

Questionnaires were tailored to collect information based on the phase of the master plan and to gather information that the project team wanted to learn from the local community. The first series of questionnaires asked respondents a series of multiple choice questions about how community members commuted to work or school and whether or not local and regional trails were already being used and if so, how often.

A little over 60 percent of respondents identified single-occupancy motor vehicles as their main form of transportation in their commute. However, there was a large mode split between other modes with cycling making up over 20 percent of commuting mode and carpooling and walking close behind. Nearly 90 percent of respondents indicated that they currently use neighborhood and regional trails. Of these trail uses, more than 80 percent reported using trails at least a few times a month.

Respondents were asked how they would use the Westside Trail once constructed. Walking and biking were the most common forms of travel anticipated and recreation and experiencing nature were the most common trip purposes.

Over 80 percent of respondents believed making sure that the trail is safe and secure for users and adjacent property owners was the most important characteristic of the trail. 35 percent of respondents felt that having a trail that is flat with minimal hills is important or very important..

October 2012 and May 2013 Open Houses – Open-ended Questions

The second and third series of questionnaires were similar in format and posed more open-ended questions including some of the following:

“What areas of the Westside Trail are you most interested in? Please be as specific as possible in describing the location(s).”

- October 2012 – the proposed extension north from the MAX Blue Line received the most comments, especially the portion through Oak Hills and from Bethany to Forest Park.
- May 2013 – many respondents expressed equestrian interests, especially in the vicinity of Bull Mountain. There was also strong interest in the connection with Forest Park.

“Tonight’s meeting included information about: proposed trail alignments, wildlife habitat, estimated costs and a timeline for construction. What else would you like to know about the project?”

- October 2013 – individuals were particularly interested in the project timeline, including information about which portions of the trail might be designed and built first. There were also a number of Oak Hills questions submitted. Respondents were also interested in potential trailhead locations and amenities, how shared-use trails can be safe for all users and impacts to private property adjacent to the trail.
- May 2013 - respondents were particularly interested in equestrian use of the trail including soft surface trails to accommodate horses and trailhead designs that accommodate horse trailers. Another area of interest was in maintaining native habitat along the trail. Additional questions and areas of concern included: dangers from the power lines, how the trail will integrate with existing Forest Park trails, creating canoe and kayak access at the Tualatin River Bridge and the project timeline and costs.

“Please share your thoughts and ideas about potential routes we shared with you tonight.” / “Do you prefer a specific route?”

- October 2012 – in the October open house attendees were asked to identify potential trail routes they preferred. There was strong support for the existing 153rd street crossing of the MAX Blue Line instead of a new crossing. There was also mixed feedback related to crossing Sunset Highway.
- May 2013 – the majority of respondents requested the addition of soft surface trails for equestrian use along the entirety of the trail. Cyclists and pedestrians expressed a need to improve the on-street cycling and pedestrian facilities on NW Skyline Blvd. and NW Springville Road in order to safely connect to Saltzman Road and access Forest Park. Other concerns included ensuring the route does not impact wildlife.

“Which part of the trail is the highest priority to you to complete, and why?”

- October 2012 – respondents supported extending the trail south from Forest Park, with a few people prioritizing the route from the Tualatin River north. Respondents also identified specific crossings (Sunset Highway and the MAX Blue Line) or routes within specific communities (Bethany and Bull Mountain) as priorities.
- May 2013 - respondents supported the trail construction from the Tualatin River through King City while others identified the need for an improved connection

between Springville Road and Forest Park. Connections from Forest Park to areas south were also identified, including connections to the following: Tualatin Hills Nature Park, Bethany, Cedar Hills and the Ice Age Tonquin Trail. Respondents also identified specific crossings (Sunset Highway and the Tualatin River) or routes within specific communities (Bethany and Bull Mountain) as priorities.

In addition to pinpointing specific parts of the trail, respondents at both the October 2012 and May 2013 open houses prioritized building first those parts that:

- Are easier and cheaper to construct because they are flat or soft surface.
- Allow bicyclists and pedestrians to avoid heavy auto traffic.
- Do not impact wildlife.
- Connect residential areas with schools and shopping.
- Intersect with other existing trails.
- Travel through neighborhoods with more families with children.

Overall feedback on open houses and communication methods

All of the questionnaires solicited feedback from the attendees about their thoughts on the open house. The questionnaires asked attendees if they were able to share information with staff and asked how they had learned about the open house. A summary of the responses from all of the open houses can be found below.

“Please give us your thoughts about the open house”

Feedback on the open houses was largely positive. Respondents felt that the meetings were helpful and informative. Staff was well prepared, the maps were helpful and that their input was well recorded and heard. Some respondents did have concerns and requested additional information on a variety of topics. There were requests to further publicize the meetings to special interest groups, such as equestrians, in the future.

“Were you able to share information with project staff that you feel was important?”

The questionnaire asked about the effectiveness of the open houses. Of those who completed a questionnaire at the events, the majority responded they were able to share information with project staff. Respondents also believed that the open houses were held at a convenient location and time.

“How did you hear about tonight’s open house?”

The majority of respondents heard about the open house either through a postcard mailer or via e-mail or internet. The least common form of hearing about the open house was through neighborhood meetings.

Additional open house details can be found within the three individual reports that document the May 2012, October 2012 and May 2013 open houses.

List of Outreach Events

| Date | Event | Approximate Number of Attendees |
|--------------------|--|--|
| December 1, 2011 | conference call: DEQ monitoring on Morand Site | 6 |
| December 15, 2011 | Interview with THPRD | 3 |
| January 4, 2012 | Oak Hills HOA meeting | 30 |
| January 11, 2012 | Multnomah County Bicycle and Pedestrian Citizen Advisory Committee meeting | 10 |
| January 12, 2012 | CPO 4B & 4K Joint Board Meeting | 6 |
| January 12, 2012 | Road crossings meeting with Tigard, Washington County, and Beaverton staff | 5 |
| January 18, 2012 | meeting with King City staff | 4 |
| January 19, 2012 | WTMP SAC Kickoff Meeting and Tour | 20 |
| January 23, 2012 | CPO 7 Board Meeting | 6 |
| February 1, 2012 | Forest Park Neighborhood Association meeting | 10 |
| February 28, 2012 | trail tour with Multnomah County and Portland Parks staff | 4 |
| March 14, 2012 | Bethany Terrace HOA annual meeting | 50 |
| March 26, 2012 | CPO-4K meeting | 50 |
| March 29, 2012 | Westside Transportation Alliance Network Event | 50 |
| April 17, 2012 | Oregon Active Transportation Summit | 300 |
| April 18, 2012 | meeting with City of Tualatin Parks staff | 4 |
| April 19, 2012 | Tigard Bicycle and Pedestrian Advisory Subcommittee meeting | 10 |
| April 25, 2012 | 2nd Annual Regional Trails Fair | 150 |
| April 26, 2012 | WTMP SAC Meeting #2 | 15 |
| May 10, 2012 | Beaverton Bicycle Citizen Advisory Committee meeting | 10 |
| May 23, 2012 | Ice Age Tonquin Trail Master Plan Public Open House | 50 |
| May 30, 2012 | WTMP Open House 1a | 61 |
| May 31, 2012 | WTMP Open House 1b | 23 |
| June 20, 2012 | Segment 3 site visit with neighbor | 4 |
| June 24, 2012 | Sunday Trailways event in Greenway Park, Beaverton | 19 |
| July 12, 2012 | CPO 4B Board meeting | 15 |
| July 19, 2012 | Bethany Village Concert and Street Fair | 30 |
| August 28, 2012 | Oak Hills HOA meeting | 4 |
| September 13, 2012 | WTMP SAC Meeting #3 | 15 |
| September 17, 2012 | CPO 7 Board Meeting | 25 |
| September 18, 2012 | Segment 5 site walk with landowner | 2 |
| September 20, 2012 | Oak Hills HOA board meeting | 25 |
| October 3, 2012 | Segment 2 site walk with landowner | 2 |
| October 29, 2012 | WTMP Open House 2a | 80 |

| | | |
|--------------------|--|----|
| October 30, 2012 | WTMP Open House 2b | 40 |
| November 19, 2012 | trail tour with Portland Tribune reporter | 2 |
| January 7, 2013 | meeting with PBOT staff to discuss NW Skyline Blvd | 3 |
| January 29, 2013 | WTMP SAC Meeting #4 | 15 |
| March 26, 2013 | Segment 5 site walk with landowner | 3 |
| April 4, 2013 | WTMP SAC Meeting #5 | 15 |
| April 16, 2013 | Forest Park Neighborhood Association meeting | 12 |
| May 2, 2013 | meeting with Forest Park Conservancy staff | 4 |
| May 8, 2013 | Annual Trails Fair | 7 |
| May 8, 2013 | WTMP Open House 3a | 32 |
| May 9, 2013 | meeting with Forest Park Neighborhood Association representative | 3 |
| May 14, 2013 | WTMP Open House 3b | 62 |
| May 16, 2013 | meeting with Bicycle Transportation Alliance staff | 3 |
| July 30, 2013 | WTMP SAC Meeting #6 | 15 |
| July 31, 2013 | presentation to Quarterly Trails Forum | 45 |
| September 23, 2013 | wildlife interview with Jonathan Soll, Lori Hennings, and Elaine Stewart (Metro natural resource scientists) | 3 |
| September 25, 2013 | wildlife interview with Jim and Jody Emerson (FPNA) | 2 |
| September 25, 2013 | wildlife interview with Eddie Passadore (FPNA) | 1 |
| September 26, 2013 | wildlife interview with Lisa and Andrew Storc (FPNA) | 2 |
| September 26, 2013 | wildlife interview with Greg Malinowski (FPNA) | 1 |
| October 1, 2013 | wildlife interview with Carol Chesarek (FPNA) | 1 |
| October 1, 2013 | wildlife interview with Michael Ahr and Mary Logalbo (West Multnomah Soil and Water Conservation District) | 2 |
| October 2, 2013 | wildlife interview with Portland Parks & Rec | 1 |
| October 30, 2013 | wildlife interview with Renee Meyers (Forest Park Conservancy) | 1 |
| January 31, 2014 | Segment 5 site tour with Forest Park Neighborhood Association | 15 |
| March 12, 2014 | Multnomah County Bicycle and Pedestrian Citizen Advisory Committee | 12 |

APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

Public engagement and non-discrimination certification

Regional flexible funds 2019-21

Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically underrepresented populations. Applications for project implementation are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents.

The completed checklist will aid Metro in its review and evaluation of projects.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section B), for projects submitted to Metro for consideration for 2019-21 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records do not have to be submitted unless requested by Metro.

Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development

- At the beginning of the agency's transportation or service plan, a public engagement plan was developed to encourage broad-based, early and continuing for public involvement.
Retained records: public engagement plan and/or procedures
- At the beginning of the agency's transportation or service plan, a jurisdiction-wide demographic analysis was completed to understand the location of communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.
Retained records: summary of or maps illustrating jurisdiction-wide demographic analysis
- Public notices included a statement of non-discrimination (Metro can provide a sample).
Retained records: public engagement reports including/or dated copies of notices
- Throughout the process, timely and accessible forums for public input were provided.
Retained records: public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

- ☑ Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

Retained records: *public engagement reports including/or list of interested and affected parties; dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

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Retained records: *public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings*

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Project development

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- ☑ At the beginning of project development, a public engagement plan was (is budgeted to be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: *public engagement plan and/or procedures*

- ☑ At the beginning of project development, a demographic analysis was (is budgeted to be) completed for the area potentially affected by the project to understand the location of

communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.

Retained records: *summary of or maps illustrating demographic analysis*

- Throughout project development, project initiation and requests for input were (will be) sent at least 15 days in advance of the project start, engagement activity or input opportunity.

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Retained records: *staff reports including/or description of identified populations and information about benefits and burdens of the project for them in relation to other residents;*

- There was a finding of inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income

Submitted records: *for a finding of inequitable distribution of benefits and burdens, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.*

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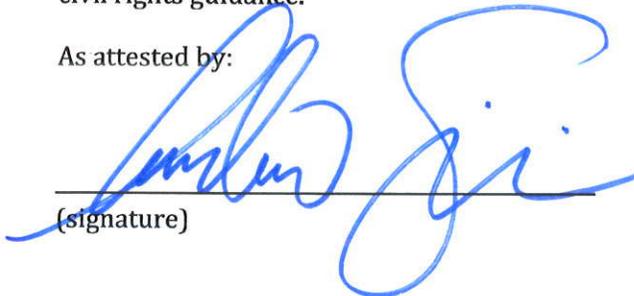
2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

3. Certification statement

Washington County, Department of Land Use & Transportation (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:


(signature)

Andrew Singelakis, Director
(name and title)

August 26, 2016
(date)

APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

Public engagement and non-discrimination certification

Regional flexible funds 2019-21

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2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

3. Certification statement

Tualatin Hills Park & Recreation District (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:


(signature)

Brad Hauschild, Urban Planner
(name and title)

8/19/16
(date)

APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

Public engagement and non-discrimination certification

Regional flexible funds 2019-21

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2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

3. Certification statement

Metro Parks and Nature (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:



(signature)

ROBERT SPURLOCK, REGIONAL PLANNER

(name and title)

8/17/2016

(date)

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the *Off-Street and Trail Facilities* checklist (item D) at the end of this list. All other projects should use items A – C.

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

A. Pedestrian Project design elements – check all that apply
Design elements emphasize separating pedestrians from auto traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and make it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet (recommended), 10 feet minimum; buffer may be provided by parking on streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000)
- Add sidewalk width and/or buffer for a total width of 10 feet (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 30 mph or less); Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add pedestrian crossing at appropriate location
- Re-open closed crosswalks
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Narrowed travel lanes
- Reduced corner radii (e.g. truck apron)
- Curb extensions
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Wayfinding
- Benches

- Transit stop amenities or bus stop pads
- Add crosswalk at transit stop
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street

B. Bicycle Projects design elements

Design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists, making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

For every element checked describe existing conditions and proposed features:

- On streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000): Buffered bicycle lane, 6 foot bike lane, 3 foot buffer; Protected bikeway with physical separation (e.g. planters, parking); Raised bikeway
- Separated multi-use trail parallel to roadway
- Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals)
- Medians and crossing treatments
- Wayfinding, street markings
- Lighting at intersections
- Bicycle boulevard treatment where ADT is less than 3,000 per day: Buffered bicycle lane, 6 foot bike lane, 3 foot buffer

C. Other Complete Street Features

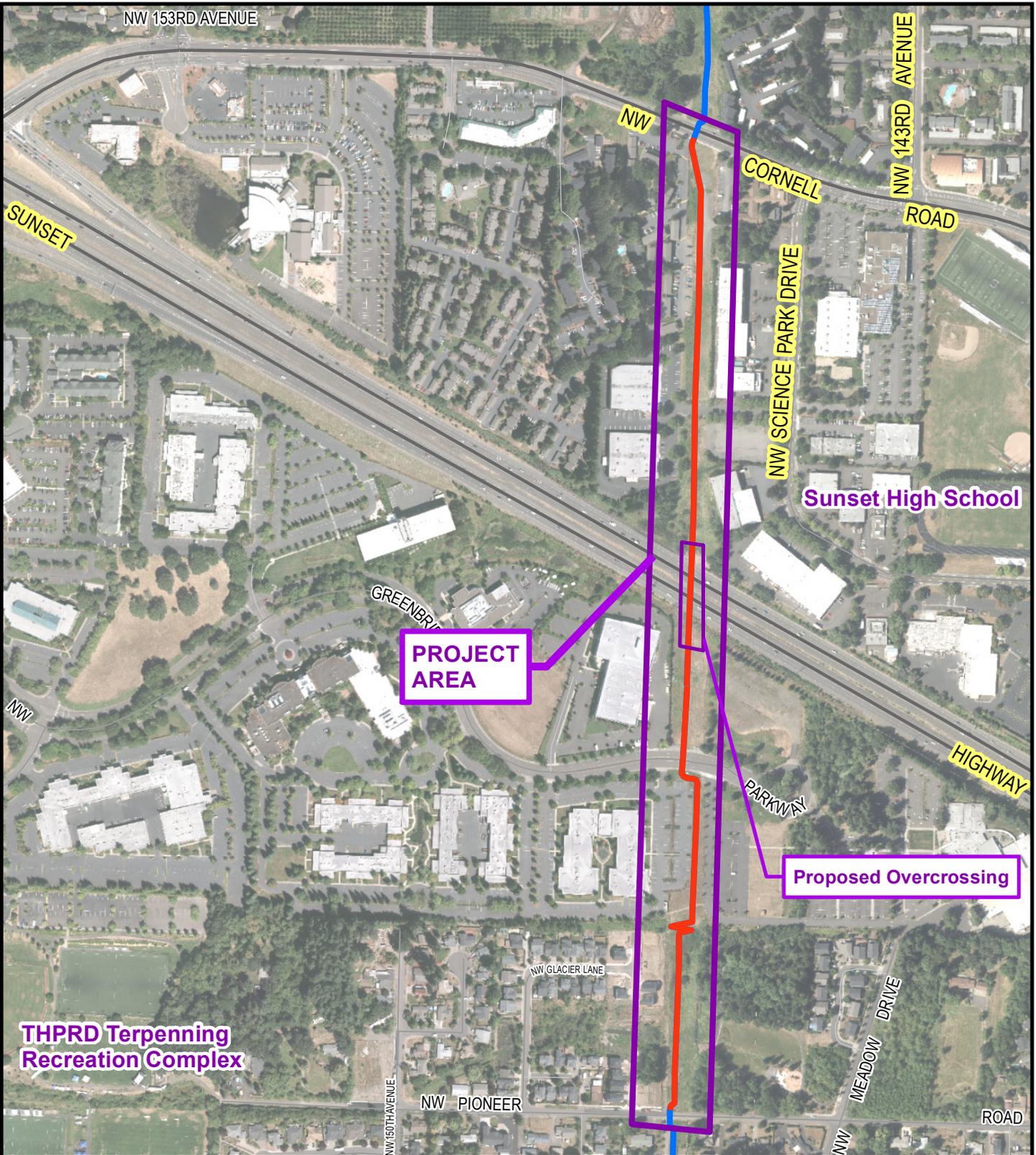
For every element checked describe existing conditions and proposed features:

- Turning radius improvements (freight route only)
- Gateway feature
- Street trees
- ITS elements (i.e. signal timing and speed detection)

D. Off-Street and Trail Facilities

For every element checked describe existing conditions and proposed features:

- Minimum 12' trail width (plus 2' graded area each side)
- Always maintains minimum 5' separation when adjacent to street **or** never adjacent to street
- All on-street segments include improvements beyond bike lanes (item C, above) **or** no on-street segments
- All street crossings include an appropriate high-visibility crosswalk treatment **or** treatment compliant with county standards
- All 4-lane street crossings include appropriate refuge island **or** no 4-lane street crossings
- Frequent access points (generally every ¼-mile)
- All crosswalks and underpasses include lighting
- Trail lighting throughout - where allowed in BPA corridor
- Trailhead improvements
- Rest areas with benches and wheelchair spaces
- Wayfinding or interpretive signage
- Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- Trail priority at all local street/driveway crossings



Westside Trail / HWY 26 Crossing
Pioneer Road to Cornell Road
Proposed RFFA Grant Project



DISCLAIMER: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Map Date: August 17, 2016
 Prepared by: RAC
 Not to Scale



THPRD Community Outreach & Public Engagement Process

updated: 8/19/16

Community Outreach Procedure

Implemented in 2009, THPRD's outreach procedure identifies four levels of outreach that are based on project level of effort or complexity. The following represent the minimum expectations:

- Level I represent routine activities performed on a regular basis. No outreach is required.
- Level II represents activities that are closely related to routine but not performed regularly. Outreach includes letters/postcards a minimum of 14 days prior to the activity beginning.
- Level III represents activities that are not routine and usually involve a site modification. Outreach includes letters/postcards a minimum of 14 days prior to the activity beginning; at least one neighborhood meeting; and posting notice on site a minimum of seven days prior to the activity beginning.
- Level IV represents activities that are larger in scale and usually involve site closures. Outreach includes the same process as Level III, plus an additional neighborhood meeting.

Level II, III and IV outreach procedures also include posting notice on THPRD's website.

Public Engagement Process

Recognizing that every project is unique, THPRD has implemented measures to ensure that traditionally underserved populations are engaged and represented during the project development and master planning phases of a project. This includes locating populations with higher than average concentrations of minorities, low-income, disabilities, elderly and youth living in close proximity to the project area. The intent is to conduct a targeted and broadly accessible public participation process that engenders local interest and captures community aspirations, values, needs, concerns and preferences to guide creation of future development. Throughout the public engagement process, translation services are provided for meetings and printed materials.

Step 1

Once a project is identified and funding secured for its development, the first step in public engagement is to perform a needs assessment. Targeted outreach of key demographics and geographic groups will occur in order to identify those community needs and preferences for the project's development. This early engagement helps ensure community interests are considered from the outset and can be addressed early in the master plan and design development process. Typical activities in this step include:

- Research project area demographics and identify underserved groups to determine strategies for engagement.
- Identify potential outreach partners and establish the grassroots network.

- Develop an interested party contact database for use of project duration. Database will be used to send out regular project status updates.
- Create project website.
- Create project notice materials such as project factsheet, campaign mailer, display ads and signage.
- Recruit participants and conduct focus groups.
- Build a needs and aspirations survey for posting online and neighborhood distribution.
- Prepare a needs assessment summary report.

Step 2

The next step is to seek broad community appraisal of and comment on development alternatives of the proposed project. These concepts are derived out of the needs assessment stage and provide opportunity for review with the neighborhood to ensure needs were understood and addressed. Typical activities in this step include:

- Conduct community workshops, including an on-site workshop.
- Develop and manage an online community workshop.
- Prepare public input summary report.

Step 3

The last step in the public engagement process is final review of a master plan. This is another broad community review approach, but is supplemented by focused input at the neighborhood level with those key demographic and geographic groups engaged at the start of the project. Target review also includes THPRD's citizen-based advisory committees, neighborhood associations and THPRD's Board of Directors. Typical activities in this step include:

- Conduct final master plan review meetings with identified stakeholders.
- Develop and manage an online final master plan review survey.
- Prepare a project public involvement process report
- Conduct a public meeting with the THPRD Board of Directors for approval of the final master plan.

Washington County TSP: Public involvement summary

PREPARED FOR: Washington County
COPY TO: Carl Springer, DKS
PREPARED BY: Kristin Hull and Brandy Steffen, CH2M HILL
DATE: May 30, 2014

Background

The public involvement process for *Washington County 2035 Transportation Plan*, or transportation system plan (TSP), began in 2012 and was a prominent element of the planning process. The TSP update was developed in two phases: the first phase focused on updating policies and understanding existing and future conditions; the second phase focused on updating the modal and funding plans.

The project team developed a robust public involvement plan to ensure that all interested residents, business owners and other stakeholders had the opportunity to meaningfully participate in the process. This included efforts to engage the broader community and targeted outreach to people not traditionally involved in planning efforts.

Public involvement strategies

This summary provides an overview of the public engagement strategies used, how effective each was, and lessons learned for improvement on future projects. Title VI and Environmental Justice outreach is incorporated throughout this document.

The project team developed a set of public involvement goals to help gauge the effectiveness of each strategy. Additionally, effectiveness was assessed with additional criteria, including the number of participants, the quality of input collected, and the variety of viewpoints/stakeholders represented in the planning process.

Goals

The primary goal of the public involvement process was to ensure that all interested residents, business owners, and other stakeholders had the opportunity to meaningfully participate in the TSP update. Specifically, the TSP process would:

1. Provide early and ongoing opportunities for stakeholders to raise issues and concerns.
2. Provide all stakeholders with the opportunity to be involved and provide input through public events and online comment cards, interactive maps, and project team contact information.
3. Encourage the participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language by offering alternative engagement opportunities (related to Title VI and Environmental Justice federal requirements).
4. Build upon existing and develop new relationships with jurisdictions, service providers, organizations, and interest groups that may be impacted by this effort or who may have constituents affected by the outcomes.
5. Use existing partnerships to build awareness of the TSP update, increase participation opportunities, and to build additional partnerships that can be leveraged in the future.

Advisory Committees

The project team coordinated with two advisory committees appointed by the Board of County Commissioners for the duration of the planning process.

- The Community Advisory Committee (CAC), an 18-member group consisting of neighborhood, business and advocacy group representatives, provided input and advice throughout development of the TSP update. The CAC met a total of 15 times between March 2012 and May 2014, including six work group sessions. All CAC meetings were open to the public and provided an opportunity for public comment.
- The Interagency Coordinating Committee (ICC), a technical committee consisting of representatives from local cities, Tualatin Hills Park & Recreation District (THPRD), TriMet, Metro, Tualatin Valley Fire & Rescue (TVF&R), Port of Portland and Oregon Department of Transportation (ODOT) provided input and advice during the development of the TSP update and considered the policy implications within the jurisdictions they represent. The ICC met a total of 9 times between May 2012 and May 2014. All ICC meetings were open to the public and provided an opportunity for public comment.

During Phase 1, the CAC and ICC met to review interim work products and to develop policy and technical direction for the TSP. The draft goals, objectives, and strategies were reviewed by the CAC, ICC, and other interested parties through May 2013. Based upon comments received during this period, staff revised the draft TSP and developed Ordinance No. 768.

During Phase 2, the CAC and ICC continued to meet to review interim work products. The CAC, ICC, and other interested parties reviewed the draft modal plans and maps through April 2014. The groups spent substantial time reviewing changes to the functional classification and lane numbers maps. Based upon comments received during this period, staff revised the draft TSP modal plans and developed Ordinance No. 783.

Effectiveness

The advisory committees were established at the start of the planning process to ensure that there was time to bring each stakeholder into the process, ensure that they were all at the same starting point (regardless of previous involvement with government agencies), and were clear on the decision-making structure. The two committees were encouraged to participate in other public outreach activities and to share information with their constituents/groups. The CAC represented a geographically diverse range of stakeholder interests.

Table 2. CAC membership

| Category of interests | Represented groups |
|----------------------------|--|
| Citizen (general interest) | CPOs |
| Modal interests | Auto (all represent; no dedicated appointee) Bicyclist Pedestrian Transit/transportation disadvantaged Freight/trucking Demand management |
| Other Interests | Economic development Business Homebuilding Rural freight Youth Public health |
| Ex officio | Planning Commission Rural Roads Operations and Maintenance Committee (RROMAC) Urban Road Maintenance District Advisory Committee (URMDAC) |

There was little turn over in committee member participation, which allowed for each stakeholder group to be represented equally throughout the process. Existing relationships were strengthened and new relationships were developed.

Lessons learned for future work

A clear decision making process was critical to the success of the ICC and CAC, as well as the rest of the public involvement strategies. By understanding how the committees fit in the decision making structure, members were able to provide information in an advisory role that helped the other decision makers make recommendations and decisions.

While there were differences of opinion between members, members developed relationships and respect for one another's positions during the course of the planning process. While each decision was not unanimously agreed upon, each member felt that the final TSP was acceptable. County staff's willingness to listen and adapt based on stakeholder input was very well received and demonstrated that the County was sincerely incorporating public feedback into the planning process.

The CAC was heavily influenced by alternative mode and neighborhood interests. Additional participation by business leaders, freight representatives and commuters would benefit future groups. In addition, the team was unsuccessful at recruiting a youth representative. Partnering with a youth service organization might be a way to gather input from young residents.

Title VI and Environmental Justice

The advisory included a transit representative that represented the needs of transit-dependent residents. The County did not request demographic information from committee members necessary to document the diversity of committee members.

Stakeholder Interviews

The project team conducted nine stakeholder interviews in April and May 2012. Participants were selected to complement other engagement efforts and help identify countywide transportation priorities. The following stakeholders were interviewed:

- Heather McCarey, Westside Transportation Alliance
- Elaine Wells, Ride Connection
- Jonathan Schlueter, Westside Economic Alliance
- Mary Kyle McCurdy, 1000 Friends of Oregon
- Dr. Philip Wu, Kaiser
- Michael Monnier, Nike
- Dan Sheldon, Sheldon Manufacturing
- Morgan Anderson, Intel
- Keith Fishback, Fishback Nursery

Effectiveness

While there were a small number of interviews, they were carefully selected to represent a wide range of viewpoints that were not already represented on the advisory committees. These viewpoints were critical to the development of the TSP update and may not have been collected through other public outreach opportunities. These interviewees were added to the mailing list to encourage them to participate throughout the process and to share the information with their groups/employees. Stakeholders were also asked about effective involvement techniques, which helped the team tailor strategies to the various stakeholder groups.

Lessons learned for future work

While stakeholder interviews can be labor intensive, they provide a sure way to collect information or stakeholder viewpoints deemed critical to the TSP update planning process. In-person interviews yielded the best information. It helped to have only one County staff person in attendance with the consultant public involvement specialist, so that stakeholders were comfortable discussing their concerns.

Title VI and Environmental Justice

Ride Connection provides transit service to seniors or people with disabilities (many of whom are low-income or people of color).

Public Open Houses

To gain an understanding of public perspectives on the transportation system and define community aspirations, the project team held open houses at three locations in Washington County during June 2012 (Hillsboro, Beaverton, and Tigard) and four public open houses to review the TSP, including the modal plans, in January 2014 (Cedar Mill, Hillsboro, Tigard, Beaverton). Efforts were made to “piggy-back” on existing events to make attendance easier for the public (one-stop shopping approach) and to allow for a wider distribution of publication/outreach efforts.

The County prepared a postcard notification for the summer 2012 open houses (also translated into Spanish) encouraging people to attend one of the three open houses, and inviting input through the website. The postcard was distributed to all PO Boxes within the following ZIP codes: 97006, 97007, 97062, 97106, 97113, 97116, 97119, 97123, 97133, 97281, 97075, and 97140. A total of 13,080 postcards were mailed.

Promotion activities for the 2014 events included English/Spanish notification cards distributed to all libraries in Washington County, in lobbies of the Cornelius Virginia Garcia Medical Center and Centro Cultural, in post offices throughout Washington County, in the lobbies of the Public Services Building, as well as at meetings of the planning directors, Aloha Business Association, Cedar Mill Business Association, Aloha Unite! and Aloha-Reedville Technical Advisory Committee. Additional promotions included a media release posted on the TSP website, a public service announcement on Tualatin Valley Community Television, announcement in the Citizen Participation Organization monthly newsletters and English display ads in three different Community Newspaper publications and two in El Latino de Hoy and El Hispanic News in Spanish.

Additionally, Washington County staff recorded a talk-show segment about the TSP on Community Close-up, a Tualatin Valley Community Television production, which aired during December 2013 in advance of the January 2014 open houses.

Effectiveness

60 people attended the three meetings in 2012, and 23 comment forms were returned. Most of the attendees were “usual suspects” that typically attend open houses, but the events also attracted neighborhood or business interests from the area.

It is difficult to track the effectiveness of the postcard mailing, since it provided information one-way (i.e., no response or information is collected in return). One measure of effectiveness in the public involvement plan was the “number of new attendees involved in the project as reflected in the additions to the electronic distribution list.” At the start of the project 37 people were on the list, by the end 497 were included.

For the January 2014 events, about 250 people attended the four meetings and 102 comment forms were submitted. Comment forms at open houses asked attendees how they heard about the events. Most respondents heard about the events from emails, from a friend/neighbor/co-worker, newspapers, or the project website. The increased number of participants and comment forms collected indicate effective outreach.

One measure of effectiveness identified in the public involvement plan was the amount of media attention earned (newspaper stories or radio interviews). Over the course of the project nine articles on the project (four were announcing or reporting on the January 2014 open houses) were published in local newspapers.

Lessons learned for future work

Distributing the open houses around the county helped ensure geographical diversity in attendance. However, some open houses had greater participation in those areas where residents tend to be more interested in traditional open houses or where more controversial changes to the transportation system were proposed in the TSP. Advertising through the CPO newsletters and project-related electronic announcements was useful, but still targeted the “usual suspects.” The 2012 postcard mailing allowed for a wide distribution of information, with

relatively low costs per individual contacted (per capita cost for development/printing/ mailing). It also reached out to people that were interested, but not invested in the project (general public).

The larger attendance at the January 2014 events was a result of continued outreach and interaction between County staff and the community. Additionally, presenting a draft plan typically draws larger numbers to events.

Comment forms at open houses asked attendees how they heard about the events. Most attendees heard about the event from emails, from a friend/neighbor/co-worker, newspapers, or the project website. Surveys in January 2014 also asked how the event went, most respondents said it went well and worth their time (no one responded that it was not worth their time).

These events are time and labor-intensive, and therefore more expensive per capita than other techniques. These types of events should be used selectively, when there is something for the public to comment on but still early enough to ensure transparency and inclusion in the planning process.

Title VI and Environmental Justice

There is no way to track the impact of the postcard mailing on Title VI or Environmental Justice communities. However, the text was written for an 8th grade reading level, with efforts made to decrease jargon and describe the project in an approachable fashion. Text was all at a 12 point size or higher for visibility and graphics were used whenever practical, to increase usability for low-literacy readers.

The County collected demographic information. Many participants did not provide it. Of those who responded, most were Caucasian, however, a few attendees reported being Asian/Pacific Islander. The county provided translation services at the January open houses and advertised that translation services were available upon advance request in outreach materials.

Farmers' markets

Staff attended farmers' markets in June and July 2012 at Cedar Mill, Hillsboro, Tualatin, Aloha and Forest Grove. The approach sought to engage people who are not historically involved in transportation planning. The County also participated in one 2013 farmers' market in Hillsboro and three tabling events at the 2014 Beaverton Winter Farmers' Market to encourage the public to stay involved with the TSP process. In an effort to reach additional interested parties, staff leveraged the County Facebook page and WC-Roads Facebook and Twitter pages to send announcements to subscribers about stopping by the TSP booth at the winter farmers' market.

Effectiveness

The summer events resulted in contact with over 300 people and a significant number of comments were received. The winter market had fewer contacts than the summer, but more in-depth conversations about the TSP. Many people who had never heard about the TSP update were engaged in discussion and gained greater knowledge of planning processes that will apply to future outreach.

Lessons learned for future work

These events were very successful for engaging a large number of people with minimal cost investment. It is critical to have friendly, engaging staff members attend these events, since most people at farmers' markets are not actively seeking TSP update information. Small postcards and handouts helped distribute information about the project and the interactive mapping/comment tools. It would be useful to have a Spanish speaker attend events in areas with large Hispanic populations (such as the farmers market in Forest Grove). The winter market was not very well attended and resulted in less than 50 person contacts over three weekends.

Title VI and Environmental Justice

Informational material was translated into Spanish and distributed at these events. These events were the most racially and income-diverse outreach activities.

Project Website and Electronic Engagement

The project website served as an information conduit and engaged the public through interactive maps, a survey, online project video introduction and comment tools. The website was regularly updated with project materials and allowed citizens the opportunity to convey transportation-related concerns and solutions. The project

website hosted a virtual open house during the outreach efforts of summer 2012 and again during January and February 2014.

Effectiveness

It is difficult to determine the effectiveness of websites since the information is distributed and there are fewer ways to count participation. However, unique visits to the website on a monthly basis are one way to measure effectiveness. A rough estimate of visitors to the site showed that a total of 6,118 people visited the site over two years, with an average of 255 people visiting every month. By this measure, the website was effective.

Thirty-four comments were collected during the outreach efforts of summer 2012 and an additional 26 comment forms were submitted in January 2014 through the project website.

Lessons learned for future work

It would be useful to have follow-up surveys (in English and Spanish) posted online to determine the effectiveness of the website and other outreach methods. While this would only provide input from a self-selected set of respondents, it would be a starting point for evaluating and modifying future outreach.

Title VI and Environmental Justice

The website featured a video about the TSP update which was helpful for low-literacy residents. Overview information about the project and materials were posted in both English and Spanish.

Community Group Meetings and Briefings

Staff participated in project briefing sessions with the following community and stakeholder groups and collected additional information from community leaders:

- Committee for Citizen Involvement (CCI)
- Citizen Participation Organization groups (CPO 1, CPO 3, CPO 4B, CPO 4K, CPO 4M, CPO 6, CPO 7, CPO 8, CPO 9, CPO 10, CPO 15)
- Rural Road Operations and Maintenance Advisory Committee (RROMAC)
- Urban Road Maintenance District Advisory Committee (URMDAC)
- Washington County Farm Bureau
- Westside Economic Alliance
- Westside Transportation Alliance
- Adalante Mujures

The County held a joint meeting with CPO 1 and CPO 7 on November 5, 2013 to discuss issues specific to the neighborhoods north of US 26 including transportation projects in North Bethany. This meeting was attended by over 130 people and generated the receipt of 75 comment forms, five prepared statements, and a signed petition during the meeting. Due to the large number of attendees, the meeting primarily included a presentation, short question and answer session, and an open house-style discussion.

The County worked with Save Helvetia and the Washington County Farm Bureau directly to discuss issues related to roads in agricultural areas. The County hosted a targeted meeting to discuss issues specific to rural areas.

The County prepared a one-page handout (also translated into Spanish) about the TSP process, focusing on the modal plans, and inviting input through the website. This handout was distributed at the 2013 farmers markets, as well as the community group meetings and briefing through 2014. The handout was also displayed in the Washington County office lobby.

Effectiveness

Working through existing groups and their distribution channels or email lists is an especially effective way of engaging community members in planning processes. Washington County has built many partnerships in the past that the TSP update was able to build upon. By reaching out to these groups and building new partnerships, the

County was able to increase community engagement capacity during the TSP update and in future work. These groups were informed early and throughout the planning process, which helped increase transparency of the project.

Lessons learned for future work

While this strategy is more labor intensive, it is an important way to engage organized interests. Each of the small groups had around 20 members in attendance and they were encouraged to share the information through their email or print outreach methods. Many groups published information on the TSP update in their regular newsletters.

The large, joint CPO meeting was very well attended and many of the attendees were concerned with the alternatives. By listening to the concerns and then reflecting some changes during the later iterations and open houses, the County was able to address many people's concerns. This transparency was appreciated by the community and helped to build trust that was expressed during the last round of open houses.

The handout allowed for a wider distribution of information, with relatively low costs per individual contacted (per capita cost for development/printing/mailing). It could also be easily updated and provided a useful take-away that public members could read on their own time.

Title VI and Environmental Justice

Adalante Mujures participated in briefing sessions. This organization is a Hispanic community group that provides holistic education and empowerment opportunities to low income Latina women and their families to ensure full participation and active leadership in the community and also manages the Forest Grove Farmers' Market.

There is no way to track the impact of handouts on Title VI or Environmental Justice communities. However, the text was written for an 8th grade reading level, with efforts made to decrease jargon and describe the project in an approachable fashion. Text was all at a 12 point size or higher for visibility and graphics were used whenever practical, to increase usability for low-literacy readers.

Telephone Survey

In April 2013 the County contracted with DHM Research to conduct a statistically valid telephone survey of Washington County residents to assess transportation priorities and preferences within the County. The survey, which reached a demographically representative sample of County residents, was intended to supplement the other public involvement efforts by reaching people who may not necessarily choose to participate in transportation planning discussions.

Effectiveness

400 Washington County residents were randomly contacted from phone lists that included cell phone numbers. The survey collected information on a variety of topics, which will aid the County on multiple projects.

Lessons learned for future work

The ability to strategically collect data from a variety of demographics (age, race, income, etc.) is not available through the other outreach methods. This scientific survey complements the other outreach strategies well and is highly valuable for technical staff and elected/appointed officials.

Title VI and Environmental Justice

The survey was structured to collect input that was representative of the County's demographics. 16% of respondents had a high school diploma or lower, 29% had some college, 36% had a college degree, and 18% had a graduate degree or professional school. Respondents self-selected their ethnicity: 82% were white, 2% African American, 6% Latino, 5% Asian/Pacific Islander, 1% Native American/American Indian, and 4% mixed or other.

Summary

Overall, the public involvement process was very effective and resulted in a plan that reflects community values. The CAC members were particularly complementary of the process and the way their input was reflected in the final plan. This process, like many others, benefited from outreach held at locations where the public were already going (farmers markets or community briefings) or that were well advertised through earned media (the

January 2014 open houses). Scientific phone surveys were also very effective at collecting resident that reflected the demographic characteristics of Washington County.

The most important lessons learned included:

- One size does not fit all; a range of outreach techniques are needed. Different demographic groups access information and participate differently.
- Continual contact with the community builds trust and increases transparency of the planning process. As seen in the outreach efforts, the open houses at the end of the project had much higher attendance.
- The County listened to the public and altered the outreach activities and the recommendations in the plan to reflect public comments. That flexibility was appreciated by the public and led to greater acceptance of the final plan.
- Determine the groups that are the hardest to reach and reach out to them early in the process. It may take a while to build those new relationships. Targeted outreach (through phone surveys, stakeholder interviews, or community briefings) are helpful.

Project Development and Design Estimate
 Westside Trail Bicycle and Pedestrian Bridge

| Task | % of Design | | Totals |
|-----------------------------|-------------|----------------|--------------------------------|
| | Estimate | Estimated Cost | |
| Project Management | 8% | \$45,588 | |
| Survey and Mapping | 6% | \$34,191 | |
| Environmental Services | 15% | \$85,477 | |
| ROW | 3% | \$17,095 | |
| Public Involvement | 5% | \$28,492 | THPRD Staff Match |
| Utility Coordination | 5% | \$28,492 | |
| ODOT Coordination | 8% | \$45,588 | |
| Landscape Architecture | 5% | \$28,492 | |
| Trail Engineering | 5% | \$28,492 | |
| Traffic Engineering | 3% | \$17,095 | |
| Bridge Design | 5% | \$28,492 | |
| Bridge Engineering | 12% | \$68,382 | |
| Geotechnical Engineering | 8% | \$45,588 | |
| Stormwater Drainage Mgmt | 12% | \$68,382 | 569,849 |
| | | | 569,849 |
| Contingency | 120.00% | \$113,970 | 683,819 |
| Cost Escalation (2016-2020) | 116.99% | \$116,181 | 800,000 |
| | | | 800,000 Project Estimate |
| | | | 100,000 THPRD SDC Contribution |
| | | | 28,492 THPRD Staff Match |
| | | | 83,000 Opportunity Fund Match |
| | | | 588,508 RFFA Fund Request |



August 23, 2016

Subject: Washington County's Regional Flexible Funds Grant Application

To Whom It May Concern:

Washington County Coordinating Committee (WCCC), which consists of elected officials from Washington County and the cities in Washington County, and the Board of County Commissioners (Board) are pleased to submit this letter of support for Washington County's Regional Flexible Funds (RFFA) grant application. Washington County is seeking \$800,000 in RFFA funds for project development to design a bicycle and pedestrian bridge over US 26 as part of the Westside Trail. The Board took action at their August 16 regular meeting to authorize this application.

WCCC and Board members are committed to implementing a complete street network and multimodal transportation solutions that improve the safe and efficient movement of people and goods, and provide access to jobs and key destinations. In demonstration of this commitment, WCCC members voted to commit \$83,000 in matching funds from the countywide Major Streets Transportation Improvement Program (MSTIP). MSTIP is a countywide, voter approved, property tax, which has been vital to the strong and sustained economic growth in Washington County by contributing over \$730 million in strategic transportation investments over the last 28 years.

WCCC and Board members are encouraged that through this grant opportunity, these project development grant funds will support a safe multimodal transportation solution, improve access to jobs, and connect key destinations. Hwy 26 is a key barrier to bicycling and walking in Washington County. Most overcrossings of Hwy 26 are at interchanges which present challenges to bicyclist and walkers of all ages and abilities like high traffic volumes, many potential user conflicts, and not being very easily navigable. A grade separated crossing to the west of the Murray Boulevard interchange, along the alignment of the Westside Trail, would provide a safer and more comfortable crossing experience. The 25-mile Westside Trail is one of the most important regional trail corridors in Washington County that links the Tualatin River with the Willamette River. The connection will provide key access to important destinations including schools, employment, housing, community recreation centers, and transit.

I respectfully request that you give the Washington County's application the fullest consideration.

Sincerely,

Roy Rogers, Chairman
Washington County Coordinating Committee

cc: Washington County Board of Commissioners
Washington County Coordinating Committee
Andrew Singelakis, Director of Land Use & Transportation

Department of Land Use & Transportation

155 North First Avenue, Ste. 350 MS 16 · Hillsboro, OR 97124-3072
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Board of Directors

August 19, 2016

Jerry Jones Jr.
President

Ali Kavianian
Secretary

Bob Scott
Secretary Pro-Tem

John Griffiths
Director

Larry Pelatt
Director

Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 NE Grand Avenue
Portland, Oregon 97232

RE: Washington County's Application for Regional Flexible Funds
Westside Trail Highway 26 Crossing

Dear JPACT Members,

General Manager

Doug Menke

On behalf of the Tualatin Hills Park & Recreation District (THPRD), I would like to express my support for Washington County's application for funds to undertake project development for the Westside Trail's crossing of Highway 26. Over ten miles of this trail is located within THPRD's service area and having a safe crossing over Highway 26 will be a critical component to completion of the trail. Currently, THPRD has over five miles of the Westside Trail constructed, one mile under construction and another mile planned for construction in the coming year.

THPRD has enjoyed a long and successful partnership with Washington County on previous bicycle and pedestrian projects, including the inclusion of the Waterhouse Trail as part of the county's Bethany Boulevard/Highway 26 bridge improvement project that took place in 2013. We are excited to once again partner with the county on its proposed Westside Trail Highway 26 crossing project. In addition to pledging \$100,000 towards the project, THPRD will also provide technical assistance, lead the public engagement component and participate in the project development process.

I strongly urge you to approve Washington County's funding request for this project. The crossing of Highway 26 is a critical link in the Westside Trail and one of the last major hurdles to establishing an off-street transportation alternative for over 200,000 that live and work along the trail corridor in THPRD's service area alone.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Menke".

Doug Menke
General Manager

618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

August 25, 2016

Pamela Blackhorse
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Pamela Blackhorse,

Please accept this letter from the Bicycle Transportation Alliance in support of the joint Washington County/Tualatin Hills Parks and Recreation District application for Regional Flexible Funds to design a bicycle and pedestrian crossing of Highway 26 at the Westside Trail. This crossing is a top community priority and would greatly increase people's ability to walk and bike in Washington County.

The Westside Trail is included in the Metro Regional Active Transportation Plan, THPRD Trail Master Plan, and Washington County Transportation System Plan as a regional trail. Current trail segments south of Highway 26 are actively used and appreciated by people of all ages and abilities, and it is time to extend this route north of the highway to reach even more of the 120,000 people who live along the trail corridor.

Today, few north-south routes exist for any form of travel in Washington County. People biking and walking are particularly impacted, as they must cross high-speed on/off ramps and take their chances on busy High Crash Corridor such as 185th Avenue. This is why safe crossings of Highway 26 and completing the Westside Trail are both included as top priorities in the BTA's *Blueprint for World-Class Bicycling*.

The Bicycle Transportation Alliance strongly supports Washington County and THPRD's effort to create a safe bicycle and pedestrian crossing of Highway 26 at the Westside Trail. We hope you will award them with the requested funding to complete the design stage of this project, getting us closer to a new safe place to walk and bike.

Sincerely,



Rob Sadowsky
Executive Director

