



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: Tualatin Valley Highway Safety and Transit Project Steering Committee

Date: Thursday, November 9, 2023

Time: 4:00 to 6:00 p.m.

Place: Washington County Public Services Building, Room 120D; 155 N 1st Ave, Hillsboro, OR 97214
 Zoom option
<https://us02web.zoom.us/j/86559063473?pwd=WDZNYi9FV1djRlRmQ0hjVVFLYU10QT09; Passcode: 693296; Webinar ID: 865 5906 3473>
 (253) 215-8782 or (888) 475-4499

Purpose: Share proposed public involvement approach for station locations. Share approach to addressing Steering Committee questions/comments on station locations for feedback. Take Committee “temperature check” regarding draft station locations map.

Outcomes: Staff receive input about how to refine or revise the station locations public involvement approach. Staff receive input about how to refine draft station locations map and whether proposed summary materials are sufficient to lead to a Committee vote at December 12 meeting.

4:00 p.m.	Welcome and introductions <ul style="list-style-type: none"> • <i>Are there any updates related to TV Highway you'd like to share from your community?</i> 	Metro Councilor Gerritt Rosenthal
4:10 p.m.	Approval of September meeting minutes	Councilor Rosenthal
4:15 p.m.	Station locations public involvement approach <ul style="list-style-type: none"> • <i>Does the approach meet your community's needs and expectations? If not, what suggestions do you have?</i> 	Bernadette Le, TriMet Jess Zdeb, Metro
4:55 p.m.	Draft proposed station locations <ul style="list-style-type: none"> • <i>Does the summary accurately reflect comments provided in the last meeting?</i> • <i>Does the proposed approach for addressing Committee member questions meet your needs for getting to a decision on this map?</i> • <i>If asked today, would you approve this draft station locations map to be released for public comment?</i> 	Jesse Stemmler, TriMet

5:50 p.m. Public comment

Councilor Rosenthal

5:55 p.m. Next steps

Councilor Rosenthal

Upcoming TV Highway meetings

- *Technical Working Group (November 17)*
- *Policy Group (November 29)*
- *Steering Committee (December 12)*

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Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Tualatin Valley Highway Steering Committee meeting**

Date/time: Tuesday, October 10, 2023 | 4:00 p.m. to 6:00 p.m.

Place: Hybrid meeting held at Washington County Public Services Building (155 N 1st Avenue, Hillsboro, Oregon), Room 120D and via Zoom webinar

Members, Alternates Attending

Councilor Juan Carlos Gonzalez, Co-chair
Councilor Gerritt Rosenthal, Co-chair
Mayor Malynda Wenzl
Councilor Ashley Hartmeier-Prigg
Commissioner Nafisa Fai
Mayor Jeffrey Dalin
Councilor Rick Van Beveren
Rian Windsheimer
Jamie Snook
Veronika Nunez
Mohanad Alnajjar

Affiliate

Metro
Metro
City of Forest Grove
City of Beaverton
Washington County
City of Cornelius
City of Hillsboro
ODOT
TriMet
Adelante Mujeres
Unite Oregon

Members, Alternates Absent

Nansi Lopez
Karmen Chavez-Sam

Affiliate

Centro Cultural
APANO

Panelists Attending

Jess Zdeb
Yuliya Lee
Jesse Stemmler

Affiliate

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Welcome and introductions (Councilor Juan Carlos Gonzalez, Metro)

Councilor Juan Carlos Gonzalez, Metro, called meeting to order at 4:07 p.m. and welcomed the attendees to the meeting. He gave a brief overview of the meeting agenda. The committee members proceeded to introduce themselves and provided updates pertaining to TV Highway project.

Councilor Gonzalez asked the committee for approval of the meeting summary from September 14, 2023. With all in favor, the meeting minutes were accepted unanimously.

Presentation: FX2 -Division year one report out (Jesse Stemmler, TriMet)

Jesse Stemmler reminded the committee that FX2-Division one year anniversary was on September 18, 2023 and gave a brief overview of his presentation points, which included increased ridership, faster

travel through congestion, greater reliability, features and amenities.

Jesse Stemmler elaborated on increased ridership during the first year of FX2-Division service highlighting the following:

- 1.83 million trips
- 520,000 more trips than previous year
- 40% increase from previous year (vs 15% systemwide)
- Higher FX2 daily ridership compared to Line 2
- Higher Division lines average weekday rides compared to all other lines in the past year

He continued with an overview of FX2 reliability and faster travel times through congestion, in comparison with Line 2, in the Inner SE Portland, Outer SE Portland, and Gresham segments of the line.

Jesse elaborated on the FX2 line features and amenities that contributed to the line's success, highlighting the following:

- Bus lanes transit signal priority
- Focused station investments with seating, weather protection, wayfinding, real-time arrival info
- Accessibility
- Lighting
- Near-level, all-door boarding
- Larger doors
- 60% more capacity
- Automatic mobility device securement option
- Bike racks on board

Discussion (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion question:

- Do you have any questions about the operational and ridership findings shared?

The committee members asked to clarify few graphs and information presented showing reliability and faster travel times comparison, and some of the amenities on the FX2 bus. They inquired which features and amenities were the greatest contributors to the travel time and reliability improvements, and if old buses can be used with new technology, such as transit signal priority, to capitalize on improvements without the cost of the new buses.

Jesse Stemmler and Jamie Snook, TriMet, responded that some of the most impactful improvements were transit signal priority, near-level all-door boarding and noted that project staff focused on the existing problems on Line 2 in order to choose the most appropriate improvement that solves that problem. They noted that the improved travel times are even more impressive when considering the increase in ridership since having more boardings often leads to slower service. Jesse also noted that old buses are compatible with transit signal priority technology and that project team will be taking a closer look at potential improvements during the project development phase.

In addition, the committee members asked if ridership information can be separated by race, ethnicity, gender, accessibility amenities, and if there was any negative feedback or suggestions for improvements for FX2 line. Jesse responded that details for the riders are not available because ridership data comes from automated counters. He commented on working with CAT (Committee on Accessible Transportation) to guide decisions on transit accessibility and challenges of not being able to change certain aspects of the FX2 bus design. He also added that he will be working with bus operators to get additional feedback regarding rider sentiments.

In conclusion, questions were raised about information and messaging available in various languages. Jesse responded that goal for the station design is to be intuitive and that includes use of multiple languages.

Presentation: Station locations engagement approach outline (Jess Zdeb, Metro)

Jess Zdeb gave a brief overview about community engagement and working with individual jurisdictions to address any questions or concerns prior to LPA (Locally Preferred Alternative) decision making. She assured the committee that project staff is working on it and additional information will be presented at the next meeting on November 9, 2023.

Presentation: Draft proposed station locations (Jesse Stemmler, TriMet)

Jesse Stemmler started presentation on station investment and placement. He gave a brief overview of existing conditions on Line 57, which included:

- One of highest ridership bus lines in the TriMet system
- An important bus line for local communities – seven days a week
- Provides connections to important destinations along the corridor and beyond
- Opportunity for faster, more reliable service

He noted that Line 57 has 133 stops, highlighted the need for investment, and elaborated on amenities and infrastructure that needed improvements, which included:

Stop amenities

- 54% do not have shelters/weather protection
- 34% do not have seating
- 41% have no lighting

Stop area infrastructure

- Narrow, aging or missing sidewalks
- Need for crossing improvements
- Poor, non-existent and/or inconsistent lighting
- Poor wayfinding at stops
- Overall need for more accessible, safer stops and crossings

Jesse emphasized the importance of focus investments at key station areas, which in turn will lead to improved transit service, travel times and reliability, and complement other corridor investments. He

stated that such investments bring improvements to accessibility, safety and overall connectivity, and will be paired with an enhanced crossing and sidewalk infill. Jesse gave an overview of station location criteria, which included:

- Important Places & Destinations
- Ridership
- Environmental & Land Use
- Bike & Pedestrian connections
- Population & Employment density
- Accessibility & Lift data
- Safety & Operations
- Transit performance
- Equity considerations

Jesse shared several graphs displaying ridership patterns, important destinations, examples of station “must-have” locations where many of these criteria are high or present, e.g., high ridership and community-serving destinations. He presented to the committee a draft map of proposed stations in the corridor, station spacing, and analysis of changes in the area accessible within a ½-mile walk of current stop and future draft station locations.

Jesse Stemmler shared maps showing BRT station access areas and how proposed improvements would affect them along with ridership data. In conclusion, he asked the committee following questions:

- Do you have feedback on team’s methodology and analysis to date?
- What are the most important locations for stations? Other station impressions?
- Anything else important you’d like to share on work done to date?

Discussion (Councilor Juan Carlos Gonzalez, Metro)

Mayor Malynda Wenzl, City of Forest Grove, inquired if equity priorities can be layered with station priorities, if TriMet can provide additional ridership information for the proposed College Way station and suggested to shift station location closer to the assisted living facility, and if GroveLink services will continue to operate and use existing facilities in the area. Mayor Wenzl also expressed concern about current road conditions in Forest Grove that will not be suitable for implementing proposed amenities and features. Jess Zdeb assured Mayor Wenzl that project staff takes GroveLink services into consideration to capitalize and enhance transit services in the area.

Mayor Jeffrey Dalin, City of Cornelius, commented on the challenges of eliminating stops at Downtown Cornelius, noted the importance of having further discussion about stops at 338th and 336th.

Councilor Ashley Hartmeier-Prigg, City of Beaverton, asked to clarify if proposed station locations will negatively impact ridership. Jesse Stemmler responded that information about drop in residents and jobs within a 1/2 mile of proposed stations does not consider expected new ridership that can come with improvements. Jess Zdeb added that even with decreased number of stations, drop in residents within the walkshed is minimal and does show that the overall coverage of the corridor is still good and

will have numerous added benefits. She also noted that the modeling is not necessarily representative of the real-life conditions, so the numbers and percentages are approximate.

Councilor Gerritt Rosenthal, Metro, inquired if, based on the performance of FX2 line, time saved with transit signal priority and near-level all-door boarding can allow to add additional stations to the proposed station location map. Jesse Stemmler responded that each corridor is unique, therefore a closer look at various tradeoffs is needed to determine optimal solutions. Jess Zdeb added that it would be hard to compare benefits that comes from improvements to some of the planning choices such as stop consolidation.

Councilor Rick Van Beveren, City of Hillsboro, asked if there was a cost savings for TriMet associated with Hillsboro Downtown station reconfiguration, and if project staff could share a list of stops that would be eliminated. He also inquired if all of the stops would get weather protection features.

Veronika Nunez, Adelante Mujeres, expressed concerns for the aged community members and families with small children due to increased distance between the stops.

Mayor Dalin commented on snow weather road closures due to difficult terrain and inquired if somehow it can be resolved. Councilor Rick Van Beveren noted if future developments can be part of considerations for proposed station locations and improvements.

Rian Windsheimer, ODOT, commended project staff for all their work and expertise, and noted the importance of being aware of the ongoing and future developments to capitalize on making the most of the improvements.

Commissioner Nafisa Fai, Washington County, asked project staff for additional information that would explain why and what is behind the drive for stop reduction.

Mohanad Alnajjar, Unite Oregon, commented on the importance of how information would be presented to the community concerning bus stop reductions, greater distance between stops and being prepared to justify those adjustments. Veronika Nunez added that a good framework for storytelling would be presenting information that explains why we making the decisions economically, environmentally and socially speaking.

Public comment

No public comment was submitted.

Next steps (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Gonzalez gave a brief summary of the upcoming events and meetings. There being no further business, he adjourned the meeting at 5:59 p.m.

Respectfully submitted,
Yuliya Lee, TV Highway Steering Committee Recorder

Attachments to the Public Record, TV Highway Steering Committee meeting, October 10, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/10/2023	10/10/2023 TV Highway Steering Committee meeting agenda	101023TVHSC-01
2	Document	9/14/2023	9/14/2023 TV Highway Steering Committee meeting minutes	101023TVHSC-02
3	Map	10/10/23	10/10/23 Draft-Map of Proposed Station Locations	101023TVHSC-03

Draft Proposed Station Locations for TV Highway Steering Committee consideration

