

Washington County LIT Meeting 1

Meeting: Metro Local Investment Team, Washington County

Date/time: July 8th, 2019, 6:30 pm to 8:30 pm

Place: Hillsboro Brookwood Library

Purpose: Introduce members to key corridors & overview the LIT process

Attendance

LIT Members

Eman Abbas

Roy Kim

Nina Kung

Felicita Montblanc

Sushmita Poddar

Piyawee Ruenjinda

Jerome Sibayan

Staff

Karynn Fish, *Metro*

Brian Ray, *Kittelson & Associates, Inc*

Hermanus Steyn, *Kittelson & Associates, Inc*

Allison Brown, *JLA Public Involvement*

Jenny Clark, *JLA Public Involvement*

General Public

Jean Senechal Biggs, *City of Beaverton*

Chris Deffebach, *Washington County*

Ezra Hammer, *HBA-PDX*

Garet Prior, *Tualatin*

Walter Robinson II, *Getting There Together Coalition*

Pam Treece, *Washington County*

Meeting

Commissioner Pam Treece, Washington County and Co-chair of the Transportation Funding Task Force, opened the meeting with a few words on how the Task Force was formed and decision-making around selecting the corridors. She emphasized how the Task Force serves to make recommendations to the Council, which ultimately decides the course of action. The meeting continued with a round of introductions, followed by a brief presentation from Hermanus Steyn and Brian Ray (Kittelson and Associates). Kittelson representatives will serve as technical experts to help guide the LIT members through understanding potential projects on each of the prioritized corridors in their county. Allison Brown, facilitator with JLA Public Involvement, reviewed the agenda for the meeting, and walked LIT members through key documents. She asked for member

feedback regarding how meetings are run and emphasized members' lived experiences as critical to the Task Force glean meaningful information to help inform their decision making.

Key takeaways were:

- LIT members are to offer their reactions, ideas, and opinions based on their experience with to corridors in question and can involve opinions from families and friends as appropriate.
- In order to help the Task Force and the Metro Council make decisions that are representative, LIT members are encouraged to give as much feedback as possible, and be bold in their ideas.
- Groups will go on tours to gather information and then come back to discuss their findings.
- Meeting summaries will be provided for member reference to help frame their discussions on the feedback they want to communicate to the Task Force and the Metro Council.
- The thoughts, ideas, and perspectives of LIT members will be key in shaping the final feedback shared with the Transportation Funding Task Force in September.
- Attendance is not mandatory and written feedback can be submitted. Members were also asked not to use alternates or proxies for meeting attendance.

Presentation

Bryan and Hermanus (Kittelson) gave a brief presentation outlining the Tier 1 corridors in Washington County, highlighting the role each corridor plays on both a local and regional level.

Key takeaways were:

- Tualatin Valley Highway
 - Regionally, TV Highway serves communities of color and lower-income communities, connects community centers, and serves a high ridership.
 - Locally, TV Highway is a main street for several communities, is an area for local access and connection, has various trail crossings, and has land uses for urban growth.
 - Challenges include the high level of injuries along the corridors, high congestion caused by bottlenecks at key points. Some opportunities include the high concentration of communities of color along this corridor, and the high ridership potential caused by residential growth in formerly rural areas.
- SW 185th Avenue
 - Regionally, SW 185th Avenue is a critical North-South connection, moves through an equity focus area, and has a lot of activity with a variety of uses along it. Like TV Highway, it has high ridership and acts as an access point for education centers and medical clinics.
 - Locally, SW 185th Avenue is a main access point and urbanized center for Washington County for lower-income communities in residential neighborhoods.
 - Challenges include the high level of injuries along the corridor, and the multi-modal uses with a lack of safe pedestrian crossing point, in addition to high congestion.

- Burnside Boulevard/Barnes Road
 - Regionally, Burnside Boulevard (with Barnes Road connecting to the corridor on the Washington County end), connects Washington County to Multnomah County, extending all the way to East Portland. This is a key lifeline route for emergency vehicles.
 - Locally Burnside Boulevard serves two key medical centers and is an important linkage from residential areas to downtown Portland.
 - Challenges include the inadequacy of the Burnside Bridge to withstand a major earthquake, and the high level of crashes and injuries on the corridor.
 - Opportunities include a high potential for transit ridership.

Questions and Discussion

LIT members were asked to share any questions they had on each corridor, and any questions they hoped could be answered during the tours of each corridor.

Below is a summary of the Q&A discussion.

- One member commented on long commutes, infrequency, and timing issues (e.g. missed connections) with public transit.
- One member asked: *What kinds of projects will members be looking at and how can we ensure we're considering all modes of transit?*
 - *The types of projects ultimately selected could include for more modes that just one; for example: creating more options for pedestrians crossing the street can also include intersections with special lanes for busses. These things don't have to be mutually exclusive. Downtown Beaverton could also have similar outcomes and interests as Cornelius. With information gleaned from tours, agencies will be looking to identify projects that will make up the whole corridor.* Brian (Kittelton)
 - Hermanus (Kittelton) emphasized the range of features along each corridor, and how they change in character through urban, suburban and rural settings. These changes can greatly impact the flow of traffic, and therefore affect the communities surrounding these corridors. He noted the importance LIT members providing feedback on a range of transportation options along each corridor.
- One member mentioned concern over one-way streets and expressed the need for more two-way transit options.
 - *We need to think of a corridor as a wider source of transportation, not just a single road with a clear edge of travel, and how we help people move through it.* Brian (Kittelton)
 - Allison (JLA) encouraged LIT members to be mindful of both short-term and long-term opportunities.
 - *A broad goal of this possible funding measure is to help people more efficiently and safely move through corridors while considering multiple perspectives. This will take balancing North to South traffic as well as East to West. Frustration comes from not*

having a reliable system (for example, being used to 20 minutes of community every day, not 20 minutes one day and 40 minutes another). It's important to create more consistency to existing modes of transportation. Hermanus (Kittelson)

- Another member asked: *What kinds of investment options are there and what are the most realistic solutions?*
 - *It's important to give good feedback and to think big before limiting it with wondering what would work. Some projects take a while or cost a lot, but everything is on the table right now. It could be part of a larger plan, or receive funding from another source outside of this potential funding package. Hermanus (Kittelson)*
- A concern was raised about projects working together, and ensuring they work long-term.
 - *There are ways to sequence the projects together so they compliment each other. The County and City do long range projects, but there are key projects on these corridors that we can focus on first and get those early victories to get something started. Brian (Kittelson)*
- Allison (JLA) asked the group to identify what they would like to know more about for future meetings, and as they dive deeper into the corridors.
 - Members responded:
 - More information on congestion and delays in general.
 - An overlay of the corridors with information on heat maps, demographics, air quality, and other relevant statistics to provide additional context on tours.
 - Considerations on car traffic and safe pedestrian crossings.
 - Information on what happens at the end of proposed corridors, including any plans for how to avoid bottlenecks outside of the project areas.
 - Where employment centers are and where are people going.
 - What the environmental issues are to widening the corridors and how we can identify where the connections are missing in corridors.
 - How to identify current bad intersections for movement or safety that would help members look at the corridors.
 - Where future development will occur in order to prepare for the next 10 years, so any changes will be relevant.
 - How Highway 26 and 217 interact with these corridors.

Next Steps and Close

Allison thanked the group for their comments and attendance, and reviewed the schedule of meetings. The group had a brief discussion on meeting logistics and a standing meeting time. It was decided meetings will take place 6:30pm-9:00pm on Mondays, with a tour of SW 185th Avenue scheduled for the following meeting. The meeting was adjourned.