

# DRAFT Steering Committee 1 Meeting Summary

**Date:** Tuesday, May 31, 2022

**Time:** 2:00-4:00 pm

**Location** Zoom webinar

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## Committee Members Present

Brendan Finn, Urban Mobility Office *Director*, Oregon Department of Transportation (ODOT)

Council President Lynn Peterson, *Metro*

Karmen Chavez-Sam, *Asian Pacific American Network of Oregon (APANO)*

Mayor Lacey Beaty, *City of Beaverton*

Director Maria Caballero Rubio, *Centro Cultural*

Councilor Beach Pace, *City of Hillsboro*

President Deanna Palm, *Hillsboro Chamber of Commerce*

Commissioner Jessica Vega Pederson, *District 3, Multnomah County*

Art Pearce, *Director of Policy and Planning Projects, Portland Bureau of Transportation (PBOT)*

Tom Mills, *Director, Planning and Policy, TriMet*

Commissioner Pam Treece, *District 2, Washington County*

## Committee Members Absent

Monique Claiborne, *Greater Portland Inc*

## Agency Representatives

Stephanie Millar, *ODOT*

Vanessa Vissar, *ODOT*

Mandy Putney, *ODOT*

Kate Hawkins, *Metro*

Malu Wilkinson, *Metro*

Matt Bihn, *Metro*

## Staff and Consultants

Michael Horntvedt, *Parametrix*

Nadine Appenbrink, *Parametrix*

Mara Krinke, *Parametrix*

Jeanne Lawson, *JLA Public Involvement*

Brandy Steffen, *JLA Public Involvement*

Valentina Peng, *JLA Public Involvement*

Jake Warr, *Espousal Strategies*

**Additional Attendees:**

Allison Boyd, *Multnomah County*

Andrea Celentano

Christina Deffebach, *Washington County*

Dan Dias, *City of Hillsboro*

Don Odermott, *City of Hillsboro*

Erin Wardell, *Washington County*

Gregg Snyder, *City of Hillsboro*

Jean Senechal Biggs, *City of Beaverton*

Mayor Steve Callaway, *City of Hillsboro*

Megan McKibben, *Washington County*

Michael Williams, *City of Beaverton*

Olivia Cleaveland

Stephan Roberts, *Washington County*

Zach Lindahl, *Washington County Chamber*

## Meeting Summary

This was the first meeting of the Westside Multimodal Improvements Study Steering Committee. The goal for the meeting was to set the foundation for the study, review the charter, and establish an initial understanding of the project purpose, schedule, outcomes and issues and needs. The committee was not asked to make a decision on these items.

### Purpose, Schedule, and Process

Metro Council President Lynn Peterson and ODOT Urban Mobility Office Director, Brendan Finn, opened the meeting and made introductory comments about the local, regional and statewide importance of Highway 26.

ODOT staff Stephanie Millar provided an overview of the purpose, goals, and background of this study. She emphasized that three key milestones for the project include:

1. Identify and reach consensus on the issues and needs
2. Identify and reach consensus on multimodal investment options and evaluate them
3. Collaboratively develop investment recommendations

Metro staff Kate Hawkins gave an overview of the decision-making structure, including the roles and responsibilities of the Steering Committee and Project Management Group (PMG).

Kate presented the schedule, key tasks and milestones, and the alignment of milestones with committee meetings and decision-making points. Kate also identified community and stakeholder engagement activities including a business roundtable, technical work group, outreach events led by community-based organizations, and a public survey.

The facilitator, Jeanne Lawson, led a discussion about the draft Charter, decision making, and expectations. The Charter includes an expectation that decisions will be reached by consensus, and that if consensus cannot be reached, at least 75% of the Steering Committee agree to recommendations.

Some members stated that they did not want to have a minority/majority vote and preferred consensus. Others highlighted a portion of the Charter which states that "any element included in the Implementation Plan must have the support of the members that have or will have ownership of that element", and stressed the importance of avoiding unfunded mandates.

Steering Committee members noted that as representatives of other agencies and entities, they could not adopt a set of recommendations. Jeanne noted that Steering Committee members are responsible for advising their respective agencies and bringing forward solutions that have broad support for endorsement, rather than formal adoption.

Following this, the discussion turned to Steering Committee membership and alternates. Alternates will be allowed so long as only one representative from each Agency or entity participates in each meeting.

## Issues and Needs Review

Kate Hawkins presented on Issues and Needs identified by the PMG, which builds on findings of existing reports and plans conducted within the study area. Kate stressed that identifying and agreeing on the issues, needs, and problem statement is essential to move forward.

Primary issues identified:

- Transit travel times are not competitive
- Inadequate "last-mile" access
- Congestion due to limited capacity
- Traffic safety for all users and modes
- Impaired freight movement

Top needs identified:

- Need to improve multimodal options
- Need to reduce congestion and improve safety
- Need to improve freight mobility

### Issues and Values expressed by the Steering Committee

- Should we include land readiness in the issues and needs? Concerns about potential Transportation Planning Rule impacts on industrial land development.
- Gather information from communities of color so that we understand what the broader needs are, not just the specific areas.
- Multimodal "last-mile" connections are crucial and support increased density and housing development.
- Safety issues are important, particularly while using public transit.
- Highway 26 is one of the most important freight and commercial corridors in the state.

- What can be done to ensure multimodal options are equitable and allow people to have realistic alternatives rather than just their car.
- It is critical that as we're driving down congestion, we're recognizing the importance of the road for freight, commercial and transit and transportation.
- The study area is not just a freight corridor to the city. Don't use language like "freight road" and be considerate of communities in Beaverton. Expansion of the freeway would have a dramatic impact on what the community looks like. The City of Beaverton's future plan doesn't align if it's only car-oriented.
- The vision of the study needs to be multimodal, equitable, and climate forward.
- How does the 2040 Growth Concept inform this work? We have already done things as a committee in the region to consider.
- Climate change focus and economic prosperity for all, part of which is accessibility to jobs, school, and healthcare. Especially the regionally identified low-income and Black, Indigenous, and People of Color (BIPOC) communities.
- (ODOT's) Strategic Action Plan focuses on reducing greenhouse gas emissions coming from the transportation sector, which is about forty percent. One of the things ODOT struggles with as an agency is how to fund a low carbon, multimodal transportation system when funding is reliant on the gas tax?
- Attracting businesses or allowing businesses to expand includes consideration of travel speed, job access, and livability.
- We need to look at frequency of mass transit, and tie into the "last-mile"-issue as well as the safety of other modes of transportation, beyond just transit, specifically electric scooters and bikes.
- The study should consider downstream impacts of recommendations on other currently congested areas like Portland Central City and surrounding freeway network.
- US 26 is a major transportation corridor connecting different communities. A lot of the communities that APANO serves live around U.S.26. This study needs to ensure that outcomes center culturally and economically diverse communities along this corridor.
- Limited alternatives to Highway 26 means that when there is a traffic incident, freight and commuters can be stuck for hours. Businesses are making long-term investments for the next twenty to forty years. We need to make sure that the solutions are long-term for them.
- Appreciate the use of the term "congestion due to limited capacity".
- Intel is the fourth largest employer for people who live in Vancouver, Washington. How do the employees get back and forth, and how do we adapt to that type of need?
- Acknowledge the need for improved land use and density on the Westside and aspirations of the 2040 land-use plan. The shorter we can make someone's trip, the more likely it is for them to take an alternative mode. Pedestrian infrastructure is important for people using public transit, they're pedestrians first. We need to make sure there are accessible sidewalks and safe crossings.
- Sixty-seven percent of Clackamas County residents go to work in another county, with a significant portion traveling to Washington County.
- Would like to see the details of where trips come from and who the users are, and to explore what options we have for multimodal travel based on who is using it.

- Is this study focused within the urban growth boundary?
- Consider U.S. 26 and its connection to the coast, and some of the issues that exist with traffic and fatalities. In consideration of “who is not at the table but should be?”, we could think about folks from farther west and more rural areas.
- The issues document highlighted the needs of agricultural freight in addition to manufactured goods. Important to consider Washington County values in relationship to food production.
- It is a big expense for businesses to shift their freight deliveries. This is a cost that should be considered (in the study).
- Should disaster preparedness issues in the region be considered in this study? Metro has done work on the subject and there are some regional disaster preparedness organizations that can probably provide a brief overview upon request.

Jeanne reminded the group that the study process is starting with the values and concerns, then an evaluation framework that reflects those, before moving to options and responses to those options, and lastly the next steps are determined.

Staff clarified that modeling would rely on existing 2040 assumptions that are already in the networks for transportation projects. Staff will share relevant resources with the Steering Committee including the [Washington County Transportation Futures Study](#) and [East Metro Connections Plan](#) mentioned during the meeting. Stephanie Millar, ODOT, ([stephanie.l.millar@ODOT.oregon.gov](mailto:stephanie.l.millar@ODOT.oregon.gov)) is the point of contact for comments, information, and questions and will be working closely with Kate Hawkins from Metro.

## Public Comments

Jeanne invited non-committee attendees/members of the public to share comments or questions.

**There were no public comments.**

## Adjourn

Jeanne concluded the meeting and thanked everyone for their time and involvement.