
Meeting Minutes

Beaverton Active Transportation Plan

Community Advisory Committee Meeting

2/15/2017; 6:00pm to 8:00pm

Beaverton Building 12725 SW Milikan Way, 5th Floor, Columbia River Room
Beaverton, OR

CAC/PMT Attendees:

Hal Bergsma	AARP/Washington County Bicycle Transportation Coalition
Rhonda Reister	Sexton Mountain NAC
Jessica Xiao	Mayor's Youth Advisory Board
Melissa Riley	Arts Commission Board Member
Phillip Wu	Kaiser Community Health Initiatives
Jeff Pasdalski	Westside Transportation Alliance
Renu Kamath	Beaverton Organizing and Leadership Development (BOLD)
Ross Peterson	Gridworks and CPO3
Paul Leitman	Oregon Walks
Saraswathi Rajkumar	Beaverton Organizing and Leadership Development (BOLD)
Jake Mintz	Community Advocate
Todd Juhasz	City of Beaverton
Stacy Revay	City of Beaverton
Karla Kingsley	Kittelson and Associates, Inc.
Susie Wright	Kittelson and Associates, Inc.
Camilla Dartnell	Kittelson and Associates, Inc.

Meeting Purpose:

- Discuss analysis of gaps and deficiencies, request input on prioritization, discuss public outreach

Introductions

Stacy led introductions and a general meeting overview, including an introduction of the virtual open house. Each participant introduced their name and the organization that they were representing.

Project Status/Process

Karla provided a status update of the project, noting that we are currently determining needs and starting to focus on prioritization criteria.

Key Focus Areas

Karla introduced the key focus areas map, explaining that these focus areas were established through evaluation of safety, system completeness, access to destinations, and equity. The purpose of the focus area maps was to help the team determine where more detailed analysis would make sense. The key focus areas do NOT mean that they are the only areas we're looking at projects, nor are they intended to necessarily represent highest priorities. Karla also shared the equity maps with the group.

- Hal commented that in the equity maps we have high percentages but low overall population and that he would rather see an analysis of raw numbers
- Jake noted that some of the factors in the equity maps may not represent where the needs are, especially individuals with disabilities, if they aren't able to use the facilities
 - o He said that THPRD policy is not to have to serve ADA because of the topography
 - o Karla noted that these equity maps show locations of populations with characteristics that may be more dependent on biking, walking, and rolling and that they are just one piece of what went into choosing the key focus areas
 - Jake that he would rather see facilities that serve the most people instead of a specific type of people
- Ross noted that Beaverton Hillsdale Highway is flat and a very needed connection and focus area
 - o Karla noted that Beaverton Hillsdale Highway is a focus area but is an ODOT facility and being studied in tandem through the ODOT-led Active Transportation Needs Inventory project

Evaluation Mapbook

Camilla and Karla provided explanations of the maps and context for the application of the maps within the mapbook to the active transportation plan. Those maps include the essential destinations map, employment density and transit service map, high priority transit stops map, community input on biking and walking needs map, reported pedestrian and bicycle crashes 2011-2015 map, priority crash history segments and intersections map, bicycle level of traffic stress maps, bicycle network needs map, pedestrian crossings map, pedestrian network needs map, and near term/committed projects map. Additionally, Karla explained bicycle level of traffic stress (LTS) to the group when explaining the LTS maps.

- Jake asked if the essential destinations map included future land use
 - o No, but this ATP builds on the Metro Regional Transportation Plan (RTP) and Washington County Transportation System Plan (TSP), which consider future conditions.
- Jeff asked why Sunset Transit Station doesn't show up bigger on the priority transit stops map
 - o This map shows transit stops in relation to the current conditions and both the potential and need for improvement, based on TriMet's pedestrian network analysis. There are many criteria taken into consideration in this analysis, not just ridership data, so high ridership stops may not all show up with the highest score on the map.

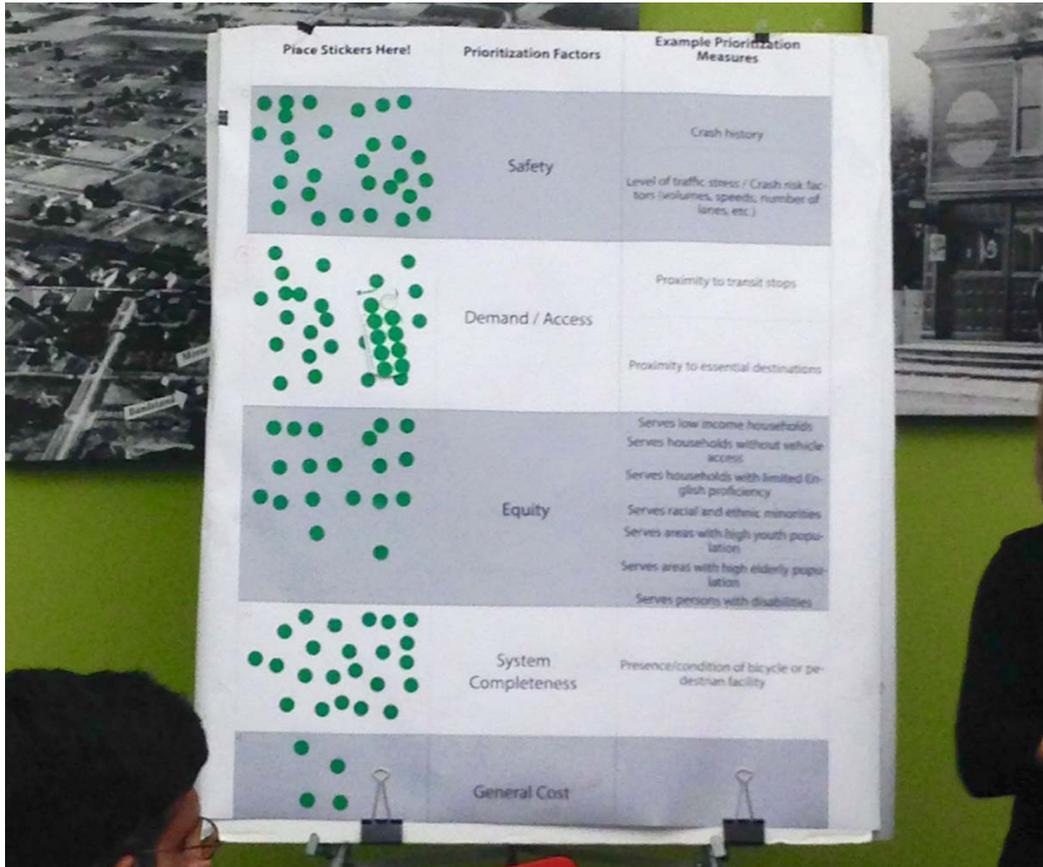
- Additionally, the cluster of smaller dots probably represents each bus line that stops there
- Jake expressed concern that the Peterkort future growth may not be accounted for. Jake and Ross asked what the planning horizon is for this project, noting that the Peterkort area should be prioritized going forward if major growth is anticipated there.
 - Todd responded that the plan looks at what is going on right now. He noted that we don't even have a complete network now for walking and biking, and we're trying to build it out. We will try to respond to development that's happening, but we're not going to be able to build everything that is being considered for development right away and we have a lot of current needs that need to be taken care of.
- Jake asked about the text (policy/code amendments) is in addition to the maps that goes with the maps?
 - Those changes will be established later in the development of the plan. We are currently still in the analysis phase.
- The safety/crash data maps prompted the following questions/comments:
 - Are there any risk-based corridors included?
 - Yes- through the ODOT Pedestrian and Bicycle Safety Implementation Plan
 - Ross noted that the crashes in the unincorporated areas adjacent to Beaverton City limits should be included in the map
- Level of Traffic Stress Maps
 - Hal suggested that we highlight the continuous trails, since these are low-stress facilities.
 - The group noted there are some additions to the existing data
 - the Beaverton Creek Trail connection to the Waterhouse Trail is now funded.
 - There's a portion at the northern end of the City where the trail is connected with a wide concrete sidewalk that should not show up as a "gap" on the bike map.
- Jake asked how we are treating committed project areas in the near term/committed projects map
 - Karla explained that we are not performing analysis with the assumption that they are complete, but we will not prioritize those areas for projects with the assumption they will be changed or improved soon

Prioritization

Susie led the group in the prioritization process by first explaining the importance and what we are looking for and then inviting participants to put their dots on the board next to the prioritization categories that they want to see used

- Phillip noted that the group hasn't seen anything cost-related yet so it would be difficult to prioritize using cost, and Ross stated that cost is not a category similar to the others
- During the prioritization sticker process, safety, demand/access, equity, and system completeness all received many stickers- all high priority but cost only received 4 stickers

- Hal said to think of cost as “value” instead
- Paul said that the fact that the group is made up of citizens instead of city employees may help explain why cost is not prioritized as highly
- Ross shared that he thought system completeness was most important and that it also affects safety
- Jake felt that demand/access was the most important



- Susie shared that the TAC recognized that there are also different funding sources that require specific project characteristics that make some projects more likely to be funded than others by certain funding pots.
- Hal asked to add physical constraints as a prioritization criteria
- Karla asked the group their opinion on where they would like to see bicycle routes prioritized – on major roads or on parallel routes? She noted that often the major roads are the ones with a lot of traffic, and can be more challenging places to create a comfortable bicycling experience. However, they are often where the destinations are. The parallel routes are likely less stressful.
 - Rhonda stated that she thinks alternate routes are low hanging fruit and that we have more control over getting it done.
 - She noted that people currently use 155th as an alternate route, but there are not sidewalks along the entire route even though it used to be at the top of the CIP in the past

- Ross says the challenge with alternative routes is that there is not a consistent system of wayfinding and you cannot always provide contiguous, straight routes in Beaverton
- Hal noted that we do have a fairly good trail system, but there are areas that don't have access to trails
 - For example, the Waterhouse trail is a good access to 158th
 - In some places, trails now need to be widened to support commuters
 - We need clear specs for the trail systems from the cities point of view, for example, THPRD facilities don't have lighting and the city should drive requirements so that we have safe transportation systems (trails are not just for recreation)
- Jeff stated that he prefers supporting alternate routes, but with the knowledge that we're lacking a grid system, however with adequate wayfinding, it's better to not always go the most direct path if it is safer. Wayfinding is key to alternate routes.
- Saraswathi noted that she feels more comfortable on the parallel, low-traffic routes, but sometimes they end at a high-traffic, high-stress street, and there's no good way to make the connection to destinations.

Next Steps

Karla asked everyone to talk about how they could share the virtual open house with their organizations, and provided an overview of the next steps.

- Paul will share with the Oregon Walks newsletter and email list
- Ross will mention it on CPO3 meeting and on nextdoor.com
- Renu will share it with BOLD
- Melissa will share with the Beaverton Arts Commission
- Phill will send out over the Kaiser employee listserve
- Jeff already sent out to WEA and has a few other groups to share with
- Saraswathi will share with the Beaverton woman's group
- Jessica will send out an email to the mayor's youth advisory board and will try to put it in the school newsletters for parents to see
- Rhonda will share with an executive suites group
- Hal will let active AARP volunteers know and will provide info to BTC
- Jake will send to a trails group (?)
 - Jake stated that next time we should provide this information earlier so that it can go out in the CPO1 newsletter
- Karla shared that the draft plan will be presented in the June/July meeting and shared that we will have two draft ATP revisions after that meeting
- Also noted during the meeting, the Washington County regional trail from SW 95th Ave from Springcrest to Lois Lane is very important for TOD and serves light rail