



# Updated Community Values Statements and Summary of Public Comments

## I. INTRODUCTION

### How community values were developed

Community values tell us what's important to people who live and work in Washington County. The Transportation Futures Study team reviewed dozens of community plans, visioning documents, and local transportation plans, the most recent of which was the Washington County Transportation System Plan, as a starting place to determine Washington County community values. *(A list of the plans and documents reviewed is available at the end of this report: Section 7—Documents Reviewed.)* A review of these studies and documents paints a picture of Washington County's core community values for land use and transportation. The study team distilled these into a list of ten draft community values.

The study team then invited the public to review the values and make comments, in order to confirm that the research paints an accurate picture of what area residents and travelers value. Input was provided by the Study Advisory Committee, key stakeholders, representatives of historically underrepresented communities, as well as input from the general public through an online open house. This report provides a summary of public comments and how values were updated to reflect this input.

Sources of public comment include:

- Online open house, which was available for public comment from April 24 to May 15 (318 submissions)
- Online open house – Spanish version (6 submissions)
- Interviews conducted by the Center for Intercultural Organizing with leaders that work with underserved populations (8 interviews)
- Study Advisory Committee members — from the April 24, 2015 SAC meeting and online submissions
- Letters received by the County (1 submission)

### How community values will be used

The final values statement will be used to guide development of a set of evaluation measures. The measures will be used to evaluate alternative transportation investments to see how they support these values, and to assess tradeoffs between alternatives

## II. UPDATED VALUES STATEMENTS

These are the updated values statements. Statements that were updated based on public and SAC input are marked by an asterisk (\*).

Washington County residents, businesses and visitors value a transportation system that:

- Provides easy access to destinations essential for daily needs, goods, services and activities. **(CONNECTIVITY)**
- Promotes efficient and reliable movement of people, goods, and services. **(EFFICIENCY)**
- Provides viable transportation options, including transit, bicycling, walking and motor vehicles. **(TRANSPORTATION OPTIONS)\***
- Supports the local needs of both urban and rural communities. **(COMMUNITY IDENTITY)\***
- Ensures equitable benefits from transportation investments wherein there is no discernible disproportionate impact on any one group or neighborhood – especially those that have been historically underrepresented. **(SOCIAL EQUITY)\***
- Protects air, climate, water, open space and other natural resources. **(ENVIRONMENTAL SUSTAINABILITY)\***
- Uses public funds wisely and protects investments over the long term. **(STRATEGIC INVESTMENT)\***
- Supports strong urban and rural economies and the jobs they create. **(ECONOMIC VITALITY)\***
- Ensures that all travelers get to their destinations safely. **(SAFETY)**
- Encourages people to become more active and healthy. **(HEALTH)\***

## III. COMMUNITY VALUES RATING RESULTS

300 open house participants, SAC members, and leaders of underrepresented communities rated the importance of each of the ten draft community values. (1=less important, 5=most important). The rating results confirm that the ten community values are important and commonly held among community members.

Online open house participants and SAC members gave the highest ratings to **safety** and **connectivity**, followed by **environmental sustainability** and **efficiency/transportation options**. They rated economic vitality and geographic equity as values of somewhat lower importance.

For underserved population participants, all values were of high importance. The most important were **safety**, **health** and **economic vitality**, followed by **connectivity**, **transportation options** and **environmental sustainability**.

Values	Average Rating – <i>Online Open House and SAC Responses</i>	Average Rating – <i>Underserved Populations Outreach</i>
<b>CONNECTIVITY</b>	4.4	4.7
<b>EFFICIENCY</b>	4.1	4.6
<b>TRANSPORTATION OPTIONS</b>	4.1	4.7
<b>GEOGRAPHIC EQUITY (now COMMUNITY IDENTITY)</b>	3.5	4.6
<b>SOCIAL EQUITY</b>	3.8	4.4
<b>ENVIRONMENTAL SUSTAINABILITY</b>	4.2	4.7
<b>STRATEGIC INVESTMENT</b>	3.9	4.5
<b>ECONOMIC VITALITY</b>	3.5	4.8
<b>SAFETY</b>	4.5	4.8
<b>HEALTH</b>	3.8	4.8

**IV. INTERVIEWS – HISTORICALLY UNDERREPRESENTED COMMUNITIES**

The study team partnered with the Center for Intercultural Organizing (CIO) to conduct interviews to identify values of significance to historically underrepresented communities. These interviews were conducted because the County’s research into community values demonstrated a lack of data regarding values of low-income, minority, and other underrepresented populations.

CIO conducted eight interviews with leaders in diverse fields such as public health, mental health, the multicultural business sector, low-income youth, and people with disabilities. Interviewees were affiliated with organizations that engage the Latino, Somali, Middle Eastern, and other immigrant and refugee communities.

Interviewees were generally supportive of the community values. They placed high importance on ensuring good transit service, planning that provides for homes to be located near goods and services, and access to jobs. Some also focused on the need for more affordable housing and services for families and children. The main themes heard include:

- Need better, more frequent, local, reliable transit service.
- Value having friends and family nearby and sense of community in the county
- Value goods, services and shopping near homes.
- Need development that promotes diversity and serves needs of the most vulnerable people.
- Traffic is a problem. Roads do not adequately accommodate new residential growth.
- Value neighborhood safety and safe streets.
- County should involve minorities and underserved populations in their planning.

- There is a need for more affordable housing.
- Value good schools/education in all areas, including in less wealthy neighborhoods.
- Need better housing and transportation options for disabled persons.
- Support for values that address people’s access to jobs, ability to find answers to their needs, and fair and equal treatment.
- Value more cultural activities in the community.
- Top priority values include: economic vitality, connectivity, social equity, transportation options, and safety.
  - Economic vitality – jobs availability is very important
  - Transportation options – need transit that is responsive to needs of transit riders

## V. COMMUNITY VALUES – SUMMARY OF INPUT BY VALUE

This section lists each of the ten community values, along with the original value language and updated language (shown in strikethrough and red text) and explanation for the language changes.

A summary of the key themes heard through public comments is included for each value.

### 1. CONNECTIVITY – Average Rating: 4.4 – 292 people gave a rating to this value

#### Original value statement and suggested updated statement:

I value a transportation system that provides easy access to destinations essential for daily needs, goods, services and activities. *[NO CHANGE SUGGESTED]*

Explanation for suggested change:

- No changes are suggested. Most comments reiterated the need for connectivity, especially among multiple modes.

#### Summary of Public Comments:

*Overall Summary:* Open house participants primarily stated that it is important to maintain connectivity across multiple modes of transportation. Participants felt that connectivity was essential and being able to safely access destinations for daily needs was important. There was a strong response for the ability to access destinations without using a car and a need for better connectivity and routes for people who would prefer to walk or bike to their destinations. In addition, participants mentioned the need for more public transit, while a few participants felt it was not a good use of funds.

**Common themes from comments:** *(from 153 online open house comments, with top themes listed first)*

- It is important to maintain connectivity across **multiple travel modes**.
- Being able to **easily access destinations** essential for daily needs, goods, services and activities in an effective, timely and safe manner.
- **Connectivity** for **all modes** is **essential**.
- The ability to get where you want to go **without having to use a car**.

- Connectivity contributes to the **quality of life**, commerce, and livability in the county.
- It is important to have a public mass transit system to **provide connectivity** with **all parts** of the county.
- **Maintain stronger links** between employment and residential centers and continue to support safe routes to school.
- **Completing gaps** in sidewalk, bicycle and roadways is important connectivity.
- **More bus service**, many more bike routes and walking improvements.
- Without **good connectivity**, the quality of life, environment and economy suffer.
- Due to **failed connectivity**, drivers are **avoiding urban areas** and **using residential street**.
- Spend less money spent on transportation like WES.
- **Safe routes** from place to place by **bicycle** are extremely **important**.
- The **county does not seem to value connectivity**.
- A **proactive** approach to **zoning** would have a huge impact on **transportation**
- **Safety** is more **important** and must not be forsaken just for better connectivity
- **More North/South connections** are needed.
- A need for Sat./Sun. transit at all transit centers - reduced hours, but at least a few options on weekends

## 2. EFFICIENCY – Average Rating: 4.1 – 226 people gave a rating to this value

### Original value statement and suggested updated statement:

I value a transportation system that promotes efficient and reliable movement of people, goods, and services. *[NO CHANGE SUGGESTED]*

Explanation for suggested change:

- No changes are suggested. Many comments expressed support for a highly efficient and reliable transportation system, and some focused on promoting reliability over efficiency.

### Summary of Comments:

*Overall Summary:* Online open house participants stated that they value a transportation system that promotes efficient and reliable movement of people, goods, and services in a safe manner. A small majority of participants felt that reliability was more important than efficiency and more alternative options should be used to reduce traffic. Multimodal transportation options including bikes, walking and public transit were considered efficient by some participants. A small number of people commented that adding highways and bigger roads was not efficient while a similar amount of people commented for the need to add bigger and improved roads in order to promote efficiency.

**Common themes from comments:** *(from 76 online open house comments, with top themes listed first)*

- **Efficient movement** of people saves all of us time and money.
- **Reliable** is much more important than efficient or fast.
- **Public transport** should play a **larger role** than it does.
- A transportation system that uses our **natural resources** efficiently.

- **Multimodal** is more **efficient** including bikes, ped, and transit.
- New, bigger and **improved roads**.
- **Prioritize** making **alternative transportation** efficient.  
Need to be able to get from here to there in a **timely manner**.
- More **options** that **reduce** traffic.
- Need a bus/light rail system that is **efficient**.
- Public transit should be **reliable** and **on time** to attract more riders.
- **Safety** first. Without it, efficiency and reliability are moot points.
- **Bigger roads** or adding highway is **not efficient**.

### 3. TRANSPORTATION OPTIONS – Average Rating: 4.1 – 236 people gave a rating to this value

#### Original value statement and suggested updated statement:

I value a transportation system that ~~encourages~~ **provides** viable transportation options, including ~~private automobiles~~ transit, bicycling, ~~and walking~~, and **motor vehicles**.

Explanation for suggested change:

- Most comments supported active transportation modes, and many felt it was inappropriate to “encourage” SOV travel. The value statement was updated to “providing” transportation options rather than “encouraging” particular modes, to emphasize the desire to facilitate access and availability of all modes without promoting any mode over others. “Motor vehicles” replaces “private automobiles” based on SAC member comments.

#### Summary of Comments:

*Overall Summary:* Online open house participants had very strong opinions on the need for other transportation modes such as biking and walking. Most felt that in order to facilitate other transportation modes, the reduction of single occupancy vehicle use and decreasing personal automobile use would be essential. Additionally, people commented on the need for more safe transportation alternatives and more parking at transit centers. A small number of participants commented on the need for better transit for seniors and the need for public transportation to cover an expanded area.

**Common themes from comments:** *(from 103 online open house comments, with top themes listed first)*

- **Emphasize** other **transportation modes**.
- More **safe** transportation **alternatives**.
- **Decrease** personal **auto** use.
- **Reducing** single occupancy motor vehicle use.
- Public transportation needs **expanded**. Too many areas are **not covered**.
- More **parking** at **transit centers**.
- Need more focus on bicycling **safety**: bike lanes, visibility on roadways, separation from auto traffic, etc.
- **Maintain** transportation system as a whole for **all modes**.
- **Better** transit for **seniors**.

**4. GEOGRAPHIC EQUITY COMMUNITY IDENTITY** – Average Rating: 3.5 – 227 people  
gave a rating to this value

**Original value statement and suggested updated statement:**

~~Promotes community design that reflects the unique needs and desires of urban, rural, and suburban communities, including compact, multi-modal, and vibrant communities in urban areas.~~ I value a transportation system that **supports the local needs of both urban and rural communities.**

Explanation for suggested change:

- The value was rewritten to focus more on meeting local needs, and removed any reference or preference for one community type. It was renamed to “community identity” to reflect the desire for a transportation system that supports the preferred local community design and character.

**Summary of comments**

*Overall Summary:* Open house participants struggled with this value more than any other. Several people commented that they did not understand what geographic equity meant or they were confused by the questions. For those that did understand the questions and meaning of the term, they commented for the need of a transportation system with multi-modal options. People also wanted better connections to other areas within the county and to other communities. A few people commented that more density would be desired if it would not affect the values of single family homes. Additionally, there were several comments related to balancing the needs of urban and rural residents without contributing to or creating sprawl. SAC members noted that a transportation system should *support* a community’s preferred design and local needs, and suggested removing the reference to compact urban communities. An SAC member also noted that the system should not *promote* inefficient sprawl.

**Common themes from comments:** *(from 83 online open house comments, with top themes listed first)*

- Not sure what this means.
- A transportation system with **multi-modal options.**
- No sprawl to the surrounding **agricultural** and **natural areas.**
- Ensuring that people can get **to and from locations.**
- Creating more **safe** and separate **routes** for people to **walk** and **bike.**
- Design the system to meet the needs of **urban and rural residents.**
- Connections to the wider **region.**
- The ability to be **mobile.**
- Continue to ensure that major transit systems **go to major centers.**
- Develop light rail in **other areas** of the county.
- The need for **interconnected transit** between **different communities** in the county.
- **More density** without affecting single family home values
- Look at the **metropolitan area** as a whole and **asses** how Washington County can **address** the area's **deficiencies** within the county's borders.

## 5. SOCIAL EQUITY – Average Rating: 3.8 – 225 people gave a rating to this value

### Original value statement and suggested updated statement:

~~Ensures equitable benefits from transportation investments wherein groups and neighborhoods have a fair share and there is no discernible disproportionate impact on any one group.~~ I value a transportation system that **ensures equitable benefits from transportation investments wherein there is no discernible disproportionate impact on any one group or neighborhood – especially those that have been historically underrepresented.**

Explanation for suggested change:

- The value was updated to remove a reference to “fair share,” which seemed to promise equal spending or equal treatment throughout the county. The new value specifically calls out “those that have been historically underrepresented” to highlight the need to be deliberate about ensuring that the transportation system meets the needs of marginalized communities.
- The updated value comports with commonly used definitions of equity.
- Many people noted the difficulty of travel for the elderly and those of limited mobility. This might be given special attention in the evaluation measures.

### Summary of Comments

*Overall Summary:* Overall, online open house participants felt that everyone should have affordable and safe transportation options, especially lower income residents who historically have not been well served by the transportation system. A small majority of people commented that all users should pay their fair share of using the roadways while others commented that some people will always bear an unfair share or be subject to negative impacts as a result of inequalities. Comments also mentioned that a good transportation system would facilitate social equity and supporting this could enhance the health of residents. SAC members highlighted the danger of confusing “equity” with “equality” and were concerned that using the term “fair share” might lean towards an expectation for equality (i.e., equal spending). They wanted the value to focus on meeting transportation needs.

**Common themes from comments:** *(from 91 online open house comments, with top themes listed first)*

- **Sharing the unfair burden** is important.
- **Everyone** should have **access** to affordable, safe, efficient transport options.
- Walking, biking, carpooling, transit should be **open to all** including elderly, handicap, poor people, etc.
- **Accommodate the needs** of those that **need public transit** more than others.
- Some people will always bear an **unfair share** of the **negative impacts**.
- **Equal** access is important.
- **Automobile** owners **pay** for all the **benefits** that others enjoy.
- **All users** should pay for their **fair share** of the **roadways** they use.
- **Excellent transportation** will facilitate **social equity**.
- Supporting **equity** in transportation should also advance the **health** of citizens.
- **Less affluent** populations in **Washington County** are poorly served by **public transit**.



## 6. ENVIRONMENTAL SUSTAINABILITY – Average Rating: 4.2 – 238 people gave a rating to this value

### Original value statement and suggested updated statement:

I value a transportation system that protects air, climate, water, open space and other natural resources. ~~from the impacts of growth and transportation.~~

Explanation for suggested change:

- Removed the term “impacts of growth and transportation” because it was redundant with the leading phrase of the value (“I value a transportation system that...”). Most comments supported this value, and no substantive changes are suggested.

### Summary of Comments

*Overall Summary:* Overall, most open house participants commented that this was very important to them and felt that most pollution was the result of transportation and called for a reduction through the use of alternative technologies. In addition, most participants commented that moving towards zero emissions by switching to green forms of energy and using fewer fossil fuels would protect the environment. Additionally, adding more emphasis on biking and walking would also contribute to fewer emissions and minimize environmental impacts. A few people commented on the importance of making transportation decisions that would protect wildlife and habitats. Some SAC comments noted that this value may be redundant with others (connectivity and efficiency).

**Common themes from comments:** *(from 83 online open house comments, with top themes listed first)*

- **Reduce** pollutions caused by transportation.
- Biking and walking = **zero emissions**.
- Switch to **more green** form of energy and **alternative technologies**.
- More **emphasis** on **walkable** neighborhoods and **safe** bike routes.
- **Stop** encouraging people to move here.
- Align with Metro's **Climate Smart** strategies.
- **Minimize** the **negative effects** on the environment.
- **Environmental sustainability** plays a huge role in advancing the **health** of citizens.
- More **public vehicles** and transportation that does not use **fossil fuels**.
- **Environmental sustainability** is the most crucial aspect of **transportation**.
- **Improve** infrastructure to encourage biking.
- **Protect wildlife** and habitats from **transportation pollutants**.

## 7. STRATEGIC INVESTMENT – Average Rating: 3.9 – 231 people gave a rating to this value

### Original value statement and suggested updated statement:

I value a transportation system that uses public funds wisely and protects investments **over the long term** ~~by maintaining the current transportation system and using technology to improve efficiency.~~

Explanation for suggested change:

- Many comments said it was important to call out investing for the *long-term future* (i.e., strategic planning and right of way purchase to meet future needs). There was also support for both maintaining the current system and building new infrastructure, and the original value statement weighed too heavily in favor of maintaining. The updated statement removes any value judgment on maintaining versus building new infrastructure, and instead focuses on using funds wisely to promote the best projects.

**Common themes from comments:** *(from 96 online open house comments, with top themes listed first)*

- Wise use of funds is a **top priority**.
- People had different perspectives on the benefit of **maintaining the current system versus building new or expanding roads**. Some said to focus on maintaining the current system before building new infrastructure, since it is more cost effective and less destructive to communities. Some said we need to balance maintaining the current system and building new infrastructure; some new roads and infrastructure are needed. Other said it does not make sense to maintain a transportation system that doesn't work (i.e., current system has too much traffic, is unsafe, and not modally equitable).
- **Investment in technology** is a top priority. It is a cost-effective way to improve transportation. Some comments supported certain types of technology, like gathering traffic/commuting data, and invest in projects accordingly; driverless cars; technology to reduce SOV travel; smart traffic signals. Three said that technology alone will not be enough to fix transportation problems.
- **Looking far out into the future** is important to avoid going back and fixing short-sighted projects. More investment in **purchasing transportation right of way for the future** is needed, so that we can widen roads and put in infrastructure as we grow.
- Some comments supported funding for certain types of projects—based on modes. Some opposed investment in light rail because it only benefits the very few, some supported more investment in alternative modes of travel, and others supported projects that would improve vehicular traffic.
- Need **more funding** for transportation projects.
- Construction of road projects seems to **cost too much**.
- Should include targeted investments for **transit**.
- Think about the **full cost of a project**—impacts to health, climate change, etc., not just construction cost.

## 8. ECONOMIC VITALITY – Average Rating: 3.5 – 229 people gave a rating to this value

### Original value statement and suggested updated statement:

I value a transportation system that supports ~~job growth and~~ strong urban and rural economies **and the jobs they create.**

Explanation for suggested change:

- Some comments supported more growth in the County, and others were concerned that we're not doing enough to meet the needs of *current* residents and travelers; the updated value statement puts the emphasis on supporting the economy and jobs, without putting a value on growth.

### Common themes from comments: *(from 84 online open house comments, with top themes listed first)*

- Focus on the **needs of current travelers/residents** as a priority, rather than encouraging more growth at the expense of those who currently work/commute and need travel improvements. We don't have the infrastructure to meet current needs—how are we going to handle more growth?
- Don't use economic development as an excuse to expand roads. Economic vitality must support **community livability and environmental goals**.
- Support for **alternative transportation investment**, especially transit. This will improve economic vitality and livability, especially for younger generations.
- Focus on improvements for **driving commuters**.
- Don't do this to the exclusion of other values. Support for job growth that also **supports environment, equity and health goals**. The *type* of job growth is important.
- Economic vitality is an **indirect result** of creating an efficient transportation system ("connectivity" and "transportation options").
- This is a **top priority**.
- Support for transportation improvements that will increase job growth/**bring more major employers** to Washington County.
- Putting **jobs near homes and in walkable communities** will support economic development and reduce commuting time. This includes affordable homes near jobs.
- Support rural economies by **keeping excess traffic out of rural areas**.
- Need a transportation system that facilitates **efficient movement for goods and services**.
- It is not the job of the transportation system to improve the economy.
- **Smart land use planning** is also needed to promote economic vitality.
- Developers should pay for costs of growth. There is already **too much growth**.

## 9. SAFETY – Average Rating: 4.5 – 233 people gave a rating to this value

### Original value statement and suggested updated statement:

I value a transportation system that ensures that all travelers get to their destinations safely. *[no changes]*

Explanation for suggested change:

- No change suggested. Most comments supported safety in general or safety for particular modes, with ideas for how that safety can be achieved, or provided measures for safety.

**Common themes from comments:** *(from 87 online open house comments, with top themes listed first)*

- **Biker and walker safety** should be the high priority. Need safer facilities and access for walkers and bikers (sidewalks, crosswalks, bike lanes). Some noted the need for safety for “vulnerable users” (cyclists, walkers, disabled persons, elderly, etc.)
- Safety is an important/**top priority**.
- Safety should be prioritized over **speed of travel**.
- Need to separate bicycle/pedestrian traffic from vehicles for safety.
- Need **safer public transportation** (i.e., reduced crime).
- Focus on **safety for vehicles** by adding more roadways (less congestion is safer).
- Support for **Vision Zero**.
- Must be balanced with other values, like efficiency of travel.
- Need more **traffic enforcement**.
- Need safety **education** for cyclist and pedestrians and drivers.
- Safety depends on the travelers. **Distracted drivers** are a big safety issue.
- **Rural roads** have high fatality levels that need to be addressed.
- The *feeling or perception of safety* is also important.

## 10. HEALTH – Average Rating: 3.8 – 227 people gave a rating to this value

### Original value statement and suggested updated statement:

I value a transportation system that encourages ~~citizens~~ **people** to become more active and healthy ~~by providing alternative transportation modes~~.

Explanation for suggested change:

- Many comments were concerned about calling out alternative transportation modes in this value, both because it is redundant of the “transportation options” value, and because not all people can use active transportation (such as mobility impaired persons).
- Some felt that the transportation system should not be responsible for instilling health, but others thought that healthy communities should be a top priority.
- “Citizens” was changed to people because not all people are citizens in the county.

**Common themes from comments:** *(from 100 online open house comments, with top themes listed first)*

- Individuals should be able to **freely choose their mode of travel**, rather than the government being responsible for health/activity. It is not the job of the transportation system to promote health.
- **Safety** is the most important thing. We need safe walking and bicycling access. This includes safe access in rural areas, separated bike routes, safe routes to school
- The term “**active transportation**” should be used in place of “alternative transportation” (to shift from the car-centric perspective).
- Include health effect of **breathing vehicle exhaust and air pollution** caused by vehicles.
- Health should be **top priority**. Need to link active transportation and healthy communities.
- Need **sidewalks and bike lanes that are separated from vehicles**, to reduce breathing in vehicle exhaust.
- The primary goal should be to move **vehicle traffic efficiently**. Don’t use this value as a proxy for reducing auto improvement projects.
- Support **more sidewalks and bike lanes**/non-vehicle options.
- Biking and walking options need to feel **safe and pleasant** in order people to switch from driving.
- Transportation by itself won’t get us to this goal. Need land use plans that allow people to **live close to work**.
- **Balanced investment** should be the priority. Invest in modes proportionally to how many people use that mode.
- Investment in alternative transportation modes should be **primary or equivalent to investment** in vehicle modes.
- Keep in mind that the elderly and disabled often must drive to travel—they **cannot use “active” modes**.
- A **better road/freeway system** does promote health because better vehicle flow means less fuel use and less health effect from idling traffic exhaust.
- Enhancing health should be a **top priority**.
- **Vehicular noise** negatively impacts health.
- Not sure how the County can meet this goal.
- This value is redundant to “safety.”
- Offer **incentives** to use alternative transportation modes.
- **Reducing healthcare costs** is important. Alternative transportation reduces healthcare costs.
- Important goal, but not at the expense of economic and environmental values.

## VI. ONLINE OPEN HOUSE – RESPONSES TO OTHER QUESTIONS

### 1. Are there any additional values that should be considered?

108 online open house participants provided a response to this question. Most comments were in support of particular values, expressed needs already included in the values, or advocated for particular types of transportation modes. Some provided ideas for values that are not already integrated into the ten draft values.

Additional ideas for values include:

- Privacy and safety to **reduce crime**.
- **Coordinating** with Metro and other counties to address regional transportation and growth.
- Support **families and children** basic needs
- Support for millennials' desire to **share resources** (not buying cars)
- Creating **self-sufficient town centers** (urban and rural) to reduce the need to travel a lot
- Maintaining a **low cost of living** and affordability of living in Washington County
- **Education** to encourage cultural shift in transportation
- **Neighborhood integrity** and protection of home values
- **Community livability** and quality of life is important
- Value of **time** (i.e., less time in traffic)
- **Fair funding** burden: those who benefit the most should pay the most
- Finding **adequate sources of funding** for transportation needs
- Need to address the **cost-benefit** of any transportation projects

### 2. Do you have any other comments on community values?

105 people provided additional comments on community values. Below is a summary of their responses. Comments are listed in order of frequency, with the most frequent comments listed first.

- There should be an **increase number of bike lanes**.
- **Promote active transportation** such as walking and bicycling.
- Increase **safety for bicyclists** by improving bike lanes, increasing awareness, and offering alternative routes.
- **Discourage automobile** use.
- **Improve system for pedestrians** by increasing number of sidewalks, providing more crosswalks, providing safer sidewalks, and building walkable neighborhoods.
- Improve **safety of neighborhoods** by discouraging thru traffic and providing sidewalks & crosswalks.
- **Plan for motorized vehicles**. There is a necessity to plan for alternative forms of travel, but with regards to the fact that the majority of Washington County still relies on personal vehicles.

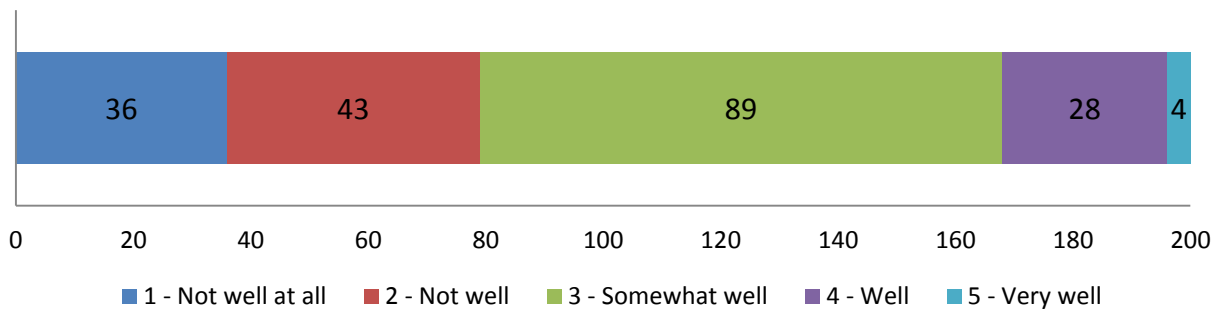
- Design a more efficient, sustainable and accessible **public transportation** system.
- **Extend light rail hours** and accessibility.
- Promote a **healthy** community.
- Decrease **traffic**.
- Decrease **carbon emissions**.
- Design the transportation system based on **where people are coming** to Washington County from and where residents of Washington County are going.
- Provide more **shared open spaces**.
- Improve roads for **all types of transportation**.
- **Bicycle street use fee:**
  - There should not be street use fee for bicyclists because bikes do not damage the road as much as vehicles with weight; and many bicyclists own a car and pay for the roads.
  - There should be a street use fee for bicyclists because: they are still using the roads, and much of the new road infrastructure is geared towards bicycling.
- **Promote denser development.** Increase compact commercial zoning and development. Increase multifamily housing.
- Reduce **noise pollution**.
- Discourage development of **multifamily housing**.
- Provide a viable **alternative to Hwy 217**.
- Design a transportation system based on **people**, not on vehicles.
- **Prevent new MAX lines.** MAX does not represent the values of the community, is not the preferred mode of public transportation, and is too expensive.
- Create a **street use fee for electric and hybrid cars** that get high mileage and therefore do not adequately contribute to infrastructure funding.
- Require **land use developers** to adhere to community values.
- Promote **business incentives** for companies in Washington County to hire local employees.
- Don't provide bike paths instead of **bike lanes**, bike paths do not allow for direct access to a broad range of locations.
- Ensure that **public transportation** such as buses and MAX are **safe** at all hours to encourage more riders.
- Issue a **"pay as you go" drive tax** for vehicles to discourage personal vehicle transportation and better majority of road users.
- Provide **education** for youth and general public about benefits of sustainable transportation.
- Issue a **weight tax** for vehicles.
- **Protect undeveloped land.**
- Decrease **cost of living**.
- Promote **rideshare** and other options to single person trips.
- Push for **restrictions for tech companies** based on road use and parking.
- **Enforcement** – ensure that new infrastructure requirements are enforced and fostered after their development.

- Ensure that infrastructure design is geared toward those who are **most vulnerable** and at risk (bicyclists, pedestrians, disabled), protecting their rights and safety.
- Design infrastructure for **motorized vehicles** in order to increase usage and to discourage bicyclists, pedestrians, etc. from putting themselves in harm’s way.
- **Allow congestion and traffic** to encourage alternative modes of transportation.

### 3. How Well Are We Meeting These Values?

The online open house asked members of the public how well we are meeting the listed community values. 200 people answered this question, and gave an average rating of 2.6 on a 1-5 scale.

The chart below shows the distribution of ratings:



Some people provided explanations of their rankings, as listed below. Comments are listed in order of frequency under each rating category, with the most frequent comments listed first.

#### Comments from people that gave a “5” rating (very well):

- While several people gave a “5” rating, none of them provided an explanation for their rating.

#### Comments from people that gave a “4” rating (well):

- Public transportation should be improved in regards to accessibility, connectivity, safety, and frequency.
- Improvements have been forward thinking and have sufficiently attempted to meet the growing needs of the population.
- Need more bike lanes/paths.
- Road system is inadequately serving the community.
- Need to maintain and upgrade current facilities and infrastructure.
- Need to continue active transportation planning.
- Should be encouraging alternative modes of transportation.
- Continue to prepare for the growing population.
- Need to educate drivers about safety involving bicyclists, pedestrians, etc.
- There have been improvements regarding public transportation.



- Pleased with the appointment of the active transportation coordinator.
- Need more separation of projects.
- Need more safety for bicyclists.
- Congestion should be seen as a natural effect of a vibrant, growing community, and used as a tool to discourage single-occupancy vehicles.
- Need better connectivity for active transportation.

**Comments from people that gave a “3” rating (somewhat well):**

- Public transportation (bus, MAX, etc.) should be improved and increased.
- There needs to be more bike lanes and paths.
- Continue active transportation planning.
- Promote development of more walkable communities.
- Inadequacy of road systems to support the population.
- Alternative modes of transportation need to be safer.
- Infrastructure does not adequately support pedestrians.
- Reliability issues surround alternative forms of travel.
- Too much focus on developing the system for single-occupancy vehicles.
- Need to maintain and upgrade existing facilities and infrastructure.
- Need requirements on new housing development that ensure easy access to public transportation.
- Needs to be more connectivity between bike paths/lanes.
- Need for a commitment to resolving issues surrounding social equity.
- Public transit needs to better connect to both places within Washington County, as well as between the different counties.
- Congestion going north and south on Hwy 217 and US 26 needs to be addressed.
- Air pollution needs to be a priority.
- Need for connectivity between housing and industry.
- Better enforcement of traffic laws for vehicles to ensure safety and promote alternative modes of travel.
- Reduction of noise pollution.
- Insufficient coordination with other counties to address growth.
- Too much focus on alternative forms of transportation.

**Comments from people that gave a “2” rating (not well):**

- Increase safety for alternative modes of transportation.
- Continue and increase public and active transportation planning.
- Road system is not adequately serving the growing population.
- Should be promoting more alternative modes of transportation.
- Bicycle infrastructure is not adequate or safe.
- Mass transit needs improvements.

- Congestion going north and south on Hwy 217 and US 26 needs to be addressed.
- Need to educate drivers about safety involving bicyclists, pedestrians, etc.
- Public transportation needs to provide easier accessibility to more places within Washington County.
- Streets should not be widened.
- Need more sidewalks.
- Too much housing development without addressing connectivity and access to public transportation.
- Too much focus on cyclists and pedestrian travel.
- Need to address congestion and parking issues created by tech companies.
- Desire for bikes to be separated from roadway.

**Comments from people that gave a “1” rating (not well at all):**

- Road system is not adequately serving the growing population.
- Should be promoting more alternative modes of transportation.
- Bicycle infrastructure is not adequate or safe.
- Need more bike lanes/paths.
- Need more sidewalks.
- Not safe enough to use alternative modes of transportation.
- Public transit needs to better connect to both places within Washington County, as well as between the different counties.
- Washington County has not followed Oregon Statute 366.514.
- Public transportation is not adequately serving the community.
- Need to stop allocating funds to projects that promote single-occupancy vehicles.
- Promote walkable communities.
- Allowing too much suburban development without requiring infrastructure to support the influx.
- Increase open spaces and parks.
- Too much focus on public and active transportation.

## VII. DOCUMENTS REVIEWED

The following documents, studies and plans were reviewed in developing the draft values statements:

### City Plans and Documents

- **Aloha-Reedville Study and Livable Community Plan Benchmark Report** – Washington County, January 2014
- **Aloha-Reedville Baseline Report Summary** – Washington County, September 2011
- **Banks Sustainability Strategy** – City of Banks, October 2011
- **Banks Comprehensive Plan** – City of Banks, August 1979 (Amended April 1989)
- **Beaverton Community Vision** – City of Beaverton, Spring 2010
- **Beaverton Community Vision 2014 Annual Report** – City of Beaverton, February 2014
- **Comprehensive Plan for the City of Beaverton: Volume 1** – City of Beaverton, Updated 2002
- **Cornelius Comprehensive Plan** – City of Cornelius, Adopted 1978 (Amended multiple times, most recently 2005)
- **Forest Grove Comprehensive Plan: Volume 1** – City of Forest Grove, January 2014
- **City of Forest Grove 2014 Citizen Attitude Survey Summary Report** – City of Forest Grove, 2014
- **Hillsboro 2020 Vision and Action Plan** – City of Hillsboro Vision Implementation Committee, Adopted May 2000 (Revised August 2010)
- **Hillsboro 2020 Vision and Action Plan: Annual Progress Report** – City of Hillsboro, August 2014
- **Hillsboro Comprehensive Plan** – City of Hillsboro, Adopted 1997 (Amended April 2013)
- **2035 Renewing the Vision: Community Profile Snapshot** – City of Hillsboro, Spring 2013
- **King City Town Center Plan and Implementation Strategy Charrette Report** – City of King City and multiple project partners, May 2014
- **North Plains Comprehensive Plan** – City of North Plains, Revised 2010
- **North Plains Vision Statement Review** – City of North Plains, October 2014
- **Sherwood Comprehensive Plan, part 2** – City of Sherwood, Adopted 1991
- **Mayor’s Blue Ribbon Task Force Final Report** – City of Tigard, December 2012
- **City of Tigard Strategic Plan 2014-2034**, Draft Working Document – City of Tigard, November 2013
- **City of Tigard Comprehensive Plan** – City of Tigard, Adopted 2007 (Amended 2010)
- **City of Tigard 2035 Transportation System Plan** – City of Tigard, Adopted November 2010
- **Tualatin Tomorrow Vision and Action Plan Five Year Update** – City of Tualatin, February 2014
- **City of Tualatin Transportation System Plan Update** – City of Tualatin, February 2014
- **Linking Tualatin, Community Involvement Ideas Report** – City of Tualatin, May 2013
- **Citizen Participation Survey Summary** – City of Tualatin, March 2011
- **City of Wilsonville Comprehensive Plan** – City of Wilsonville, Updated July 2013
  
- **The National Citizen Survey, Wilsonville Community Livability Report** – National Research Center, Inc., International City/County Management Association, and City of Wilsonville, 2014

### County, Regional and State Plans and Documents

- **Washington County Community Plans** (11 individual plans developed for different areas of Washington County) – Washington County Land Use & Transportation Department, 1983 and beyond
- **Washington County Comprehensive Plan** – Volume II – Comprehensive Framework Plan for the Urban Area – Washington County Land Use & Transportation Department, November 2013 (adopted in 1994 and amended multiple times)
- **Washington County Transportation Survey** (input for Washington County Transportation System Plan update) – Washington County Land Use & Transportation Department and DHM Research, April 2013
- **Washington County Transportation System Plan Update** – Washington County, Adopted in October 2013
- **Community Values: Washington County Transportation System Plan Update** – Washington County, 2014
- **Regional Transportation Plan 2014** – Metro, Adopted July 2014
- **A Future Vision for the Region** – Metro, 1995
- **Metro 2040 Growth Concept – Regional Framework Plan** – Metro, Adopted in 1995 and effective January 2011
- **A Values & Beliefs Profile of Metro Area Residents for Transportation Policy-Making and Planning** – TriMet, October 2014
- **Millennials and Housing** – TriMet and ECONorthwest, 2014
- **Oregon Transportation Plan: Volume 1** – ODOT, Adopted September 2006
- **Envision Oregon Round 1 – Values and Vision Final Report** – Multiple sponsors (including 1000 Friends of Oregon, the Bus Project, SOLV, League of Women Voters of Oregon, and the Oregon Business Association), April 2007
- **Blueprint for Oregon’s Future, Strategies and Actions to Help Meet Oregonians Shared Goals** – 1000 Friends of Oregon, January 2008
- **The Big Look Final Report to 2009 Oregon Legislature** – The Big Look Task Force, January 2009
- **DHM Survey of Oregonians Priorities and Values** – DHM Research, conducted for Portland General Electric and Portland Business Alliance, September 2014

#### Other

- **Making the Connections: A Summary of the LUTRAQ Project** – 1000 Friends of Oregon and multiple sponsors, February 1997
- **Westside Economic Alliance 2013 Annual Report** – Westside Economic Alliance, 2013-2014
- **Southwest Corridor Plan Recommendations to Begin DEIS Phase** – Metro and multiple project partners, June 2014
- **Executive Summary, Western Bypass Study - Alternatives Analysis** – ODOT and Washington County, May 1995