

Meeting Summary



Study Advisory Committee Meeting #1

April 24, 2015

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

Beaverton Council Chambers, 12725 SW Millikan Way, Beaverton OR

Members

Andrew Singelakis, Chair

Loren Behrman

Meeky Blizzard

Mark Fryburg

Robert Kellogg

Steve Larrance

Alfonso Lopez-Vasquez

Deanna Palm

Marc San Soucie

Kathy Stallkamp

Bruce Starr

Pam Treece

Mayor Jerry Willey

Phillip Wu

Study Team and Staff

Chris Deffebach, Washington County

Dyami Valentine, Washington County

Mike Dahlstrom, Washington County

Cathy Jacoby, Washington County

Stephen Roberts, Washington County

Karen Savage, Washington County

Erin Wardell, Washington County

Jay Lyman, DEA

Scott Richman, DEA

Frank Angelo, Angelo Planning

Bruce Warner

Jeanne Lawson, JLA Public Involvement

Sylvia Ciborowski, JLA Public Involvement

Other Attendees

County Commissioner Dick Schouten

Anthony Mills

Kat Iverson

Lisa Frank

Loren Behrman

Allen Amabisca

Robert Bailey

Sam Diaz

Andy Cotugno

R. Kenobb

Jake Mintz

Don Odermott

Deborah Lockwood

Hal Ballard

Welcome and Introductions

Andrew Singelakis, Washington County Director of Land Use and Transportation and SAC Chair, welcomed committee members and introduced the County Study team.

Jeanne Lawson, committee facilitator, thanked members for participating and reviewed the agenda. She noted that the purpose the meeting is to get a common background on the Study, hear a presentation on Taking Stock, discuss community values, and review the committee charge.

Committee members introduced themselves and answered these questions:

1. What are your hopes, visions, or definitions of success for this Study?
2. What is something that you think will change the way we build or travel 20-50 years from now?

Hopes, Visions and Definitions of Success

The committee members' hopes, visions and definitions of success centered around the following main themes:

... That we accurately **identify** current and future **transportation needs and trends**

- “We need to identify what we need to build today to have tomorrow, and what we need to be prepared for in the future.”
- “It is important to identify what the County’s transportation system will be like 50 years from now.”
- “We should identify trends that are building momentum, like driverless cars, ridesharing, and circulators—and look at informed projections, ideas and successful implementations that have worked elsewhere.
- “Lessons from LUTRAQ should be integrated into the study.”
- “We should study those areas where we can get the most out of investments to help reduce gridlock and improve traffic flow for freight and personal vehicles. Addressing freight movement is critical to economic improvement, and a strong economy is a precursor to talking about more futuristic visions.”

...That we have a **robust public conversation**

- “The study should take into account community visioning processes.”
- “I want to know what the public really thinks.”
- “We should engage in a conversation that gives deliberate focus to the diversity of the county, and collaborates synergistically with diverse populations.”
- “This process should include robust public participation.”
- “The study should include a broad discussion among SAC members *and* the public to understand community needs, focusing on what we *want* our communities and economies to look like—and how to put in place the infrastructure and policies to make the County a livable place many generations from now.”

... That the study has **meaningful, lasting outcomes**

- “This process should help promote construction of actual projects, rather than just concluding in a study that sits on a shelf.
- “I hope the study results remain relevant for many years to come.”
- “I hope decision-makers actually use the results of this study, and that we can see implementation of the study’s conclusions 20-50 years from now.”
- “A successful conversation will help us prioritize which projects to build

in the short, middle and long term (acknowledging that we don't have enough funding to build all projects in current transportation plans)."

- "The study should help elected officials develop transportation plans that are acceptable to taxpayers—which means plans that have a smaller government footprint."
- "I hope the study conclusions and recommendations are highly strategic yet specific enough to implement."

...That the study responds to the broader needs of the community—beyond just transportation

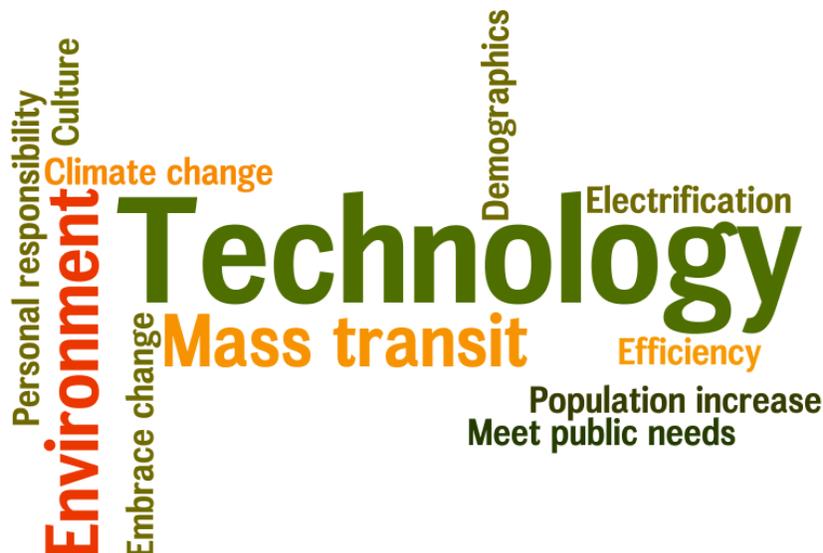
- "We should consider how the cities in the County might evolve differently from each other and the county as a whole."
- "Success means developing a plan that is best for the whole county, keeping in mind the diversity of areas and diversity of people here."
- "The study should be a holistic thought process, with holistic goals that go beyond just transportation."
- "I hope we are able to discuss transportation challenges of agricultural workers and people of color who use mass transit."

... That the committee discussions are based in effective process

- "I hope the committee remains focused and makes progress, not lost in the endless possibilities of the future transportation system."
- "Data should drive the committee's discussion and decisions."
- "I hope we are able to learn where the common ground is among a diverse group of stakeholders."

Drivers of Change

Members wrote down and discussed factors that are likely to change the way we travel in the coming decades. This word cloud shows the main themes from that conversation:



- **Technology**—particularly smart cars and smart roads—will change the way we travel, regardless of other demographic and other factors that come into play. Yet, we are not capable of understanding technology 50 years from now. (For example, a few years ago, we would never have imagined services like Uber or Lyft.)
- **Environmental concerns** will impact the way we travel, and in particular the impacts of **climate change**.
- There will be a **cultural shift** in the way we think about transportation—away from the current first instinct to drive ourselves and towards a new point of view that driver-controlled driving might not be the most efficient way to get around (ex: driverless cars, mass transit). There is likely to be a change in personal attitudes and the feeling of personal responsibility.
- **Population increase** and greater density will impact the way we travel.
- Safety concerns will be important.
- **Electrification of transportation** will be a major change in transportation.
- Changing **demographics** and **workplace options** will change the way we travel.
- A comprehensive system of **mass transportation** is needed, as well as engaging the broader community to use more **sustainable forms** of transportation. We'll need sustainable transportation for all residents including communities of color.
- We need to **better meet the needs of the public**, or else we won't be able to fund transportation.

Committee Charge

Andrew Singelakis reviewed the committee purpose and charge:

Purpose: The SAC shall serve as a forum to explore how the Study's approach, strategies and analysis address transportation needs and reflect community trends and values, and advise the staff at key milestones.

Charge: The SAC shall review and advise staff at key Study milestones.

He reminded members that they are expected to speak from their own perspective rather than representing a specific group or organization. However, members are encouraged to discuss the Study with their members and organizations, and to bring their concerns and issues to the table.

Andrew noted that Jerry Willey is this committee's liaison to the Washington County Coordinating Committee (WCCC).

Committee Protocols

Jeanne Lawson presented members with a draft set of operating protocols. Protocols are the guidelines that members create and agree to guide their discussions. Members will have a chance to shape the protocols at the next SAC meeting.

Some key points and protocols the group will discuss include:

- The SAC is not a decision-making body, although there are points in the process where the group may be asked or may choose to make recommendations. The protocols include ideas for what could constitute a recommendation from this group.
- Meetings will be open to the public. The group will determine how they allow for public comment.

Andrew Singelakis explained the role of County staff and the consultant team. Consultants and staff together constitute the Study team, and will develop technical information for SAC deliberations. SAC members provide the crucial community needs perspective to supplement the technical information. Chris Deffebach is the County Project Manager and will act as the intermediary between consultants and committee members.

Committee members requested to see the Consultant Scope of Work. They also requested a mechanism to read public comments that come in related to the Study. Andrew Singelakis responded that staff will share public comments with members.

Background and Study Overview

Study team members made a [PowerPoint presentation](#) about the Study overview and [Taking Stock report](#). Committee members discussed.

Committee Discussion

- Members asked [how the study](#) will be used once it is complete. Staff responded that results of the study will inform future choices and decisions by identifying some investments and strategies that have general support moving forward and some that don't; and some that need additional evaluation. The next step depends on what comes out of the Study. Another member noted the [WCCC's role in the process](#): The WCCC makes recommendations on transportation priorities to County Commissioners, and will hopefully note this SAC's work and incorporate their ideas into their transportation planning.
- Members suggested [updating the Taking Stock information](#) to include consideration of:
 - 1990s: Add passage of the Oregon Transportation Planning Rule and the Intermodal Surface Transportation Efficiency Act (ISTEA)—federal transportation funding legislation that expanded flexibility of surface transportation funds which had been previously directed only to highway infrastructure.
 - 2000s: Expansion of MAX to Portland Airport, opening of the yellow and green line MAX, and introduction of streetcar.

- The LUTRAQ description (page A4) should mention that local road improvements and connectors were a part of the process.
 - Impact of light rail on travel patterns and commuting.
 - Cities have evolved from ill-defined bedroom communities into true cities with urban and community character. In the future, this trend is likely to intensify and strengthen the sense of community identity. This could lead to more people choosing to live and work in the same neighborhood rather than commuting. (Note: This point is somewhat reflected on page 35 “Community Livability....” but could be prioritized.)
 - One committee member presented his perspective that some communities located near the edge of the Urban Growth Boundary because they were told that growth would occur in these areas, based on the assumption of a Western Bypass. When the bypass did not move forward, we were left with communities at the edge of the UGB without the anticipated highway link.
 - Plans for unincorporated areas are aging, and some conflict with planning in adjacent cities.
- Members discussed [transportation funding](#). One member noted that the MSTIP was acceptable to tax payers because it included named projects with a 3-year build out period. People are willing to pay for what they can see, and when they feel that the transportation planning process is credible and responsive.
 - Members discussed the [need to protect arterial roads](#). Without a freeway, arterials are the only way to move traffic in the county. Yet the 2040 Growth Concept placed city centers along arterials, leading to traffic calming that makes it difficult to move traffic in those areas. We need a way to move traffic efficiently.
 - Members discussed the [decline in federal transportation funding](#) over the past years. Federal funding has declined dramatically, and the federal match has gone from 80/20 to 50/50. Staff noted that most transportation funding in the County comes from local—not federal—sources.

Community Values

Values Presentation

Sylvia Ciborowski, JLA Public Involvement, provided an overview of the community values work (see slides 29-35 in the [PowerPoint presentation](#)).

Draft Community Values:

Washington County residents, businesses and visitors value a community that:

- **Connectivity:** Provides easy access to destinations essential for daily needs, goods, services and activities.
- **Efficiency:** Promotes efficient and reliable movement of people, goods, and services.
- **Transportation Options:** Encourages viable transportation options, including private automobiles, transit, bicycling, and walking.
- **Geographic Equity:** 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.
- **Social Equity:** 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.
- **Environmental Sustainability:** Protects air, climate, water, open space and other natural resources from the impacts of growth and transportation.
- **Strategic Investment:** Uses public funds wisely. Protect investments by maintaining the current transportation system and using technology to improve efficiency.
- **Economic Vitality:** Supports job growth and strong urban and rural economies.
- **Safety:** Ensures that all travelers get to their destinations safely.
- **Health:** Encourages citizens to become more active and healthy by providing alternative transportation modes.

Committee Discussion

- Members asked how the draft incorporates **values from rural and unincorporated communities**. The values should also incorporate input from Community Planning Organizations. Staff noted that there is not a specific rural planning document to consult. However, the values do include protection of rural areas and a strong rural economy. *[Staff note: The Washington County Transportation System Plan, which was updated in 2014, did extensive work to identify community values around transportation and reflects input from residents and businesses in urban unincorporated and rural Washington County.]*
- Members discussed the **definition of the social equity value**. They noted that “equity” and “equality” are not the same thing, and the term “fair share” might not be appropriate to define equity. There was a suggestion to change the value to: “Ensures equitable benefits from transportation investments wherein groups and neighborhoods *get their transportation needs met . . .*” There was also a question around what “disproportionate impact” means. One member suggested consulting the way equity is framed in the work done by the Metro Equity Advisory Group. Another member suggested looking to federal requirements for access and equity. Latinos in particular have been excluded for so long, so we need to be very deliberate about engaging those communities in a real way.
- One member suggested **adding a question to the online open house** that asks how well communities are meeting these values. Another member suggested a question to prioritize the

values. Study team members responded that prioritization of values was considered, but ultimately it was decided that the main purpose of the outreach is to determine whether the study is using the *right set of values*—not to determine which values are most important. Thus, the questions were developed to solicit input on whether people find the identified draft values to be important, and whether additional values should be added.

- Members made some [suggestions for public outreach](#) about the online open house. They suggested getting a notice in the Sheriff’s newsletter, as well as having paper copies of the survey available at public libraries.

Public Comment

One member of the public made a public comment:

- Hal Ballard: Mr. Ballard said that he applied for this SAC but was not selected to be on the committee. He will attend the meetings and follow the public process, and make comments as needed if the public involvement process seems inadequate. Mr. Ballard added that he was on the Metro Committee for Citizen Involvement charged with making sure Metro was meeting Goal 1.

Action Items and Next Steps

The next meeting is scheduled for May 21. During that meeting, members will see a revised set of Community Values based on public and committee input. The next meeting will also include an overview of the land use scenarios, an introduction to drivers, and discussion on evaluation measures.

Members should submit their comments on the community values through the online open house before May 15, and encourage others to do the same.

- Online Open House: www.WCTransportationFutures.org/openhouse

Action items for the Study team include:

- Provide committee members with Consultant Scope of Work.
- Periodically provide committee members with public comments related to the study.
- Consider adding a question to the online open house that invites input on how well the draft community values are being met.