

# Meeting Summary



## Study Advisory Committee Meeting #2

May 21, 2015

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

Beaverton Library (Cathy Stanton Room), 12375 SW 5th St, Beaverton, OR

### Members Present

Andrew Singelakis, Chair

Loren Behrman

Meeky Blizzard

Mark Fryburg

Robert Kellogg

Steve Larrance

Alfonso Lopez-Vasquez

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

Steve Szigethy, Washington County

Stephen Roberts, Washington County

Karen Savage, Washington County

Erin Wardell, Washington County

Jay Lyman, DEA

Scott Richman, DEA

Scott Harmon, DEA

Terry Moore, ECONorthwest

Bruce Warner

Jeanne Lawson, JLA Public Involvement

Sylvia Ciborowski, JLA Public Involvement

### Other Attendees

Allen Amabisca

Robert Bailey

Sam Diaz

Don Odermott

Deborah Lockwood

Keith Peal

## Welcome and Agenda Review

---

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

Jeanne Lawson, committee facilitator, thanked members for participating and reviewed the agenda. She noted that the purpose the meeting is to get an overview of the study drivers and introduction to the process for developing land use scenarios, as well as to review and discuss updated community values.

## April 24 Meeting Summary

Members provided the following edits to the April 24, 2015 SAC meeting summary:

- Page 6: One committee member shared his perspective that communities did not “choose” to locate at the edge of the UGB. They were *told* that urban growth would happen in certain areas based on the assumption of a Western Bypass.
- Page 7: Transportation System Plans do exist for unincorporated areas.

## Committee Protocols

---

Jeanne Lawson facilitated a discussion of committee protocols.

## Committee Discussion

- **Public Comment:** Members agreed to allow ten minutes of public comment towards the end of meetings.
- **Meeting materials:** Members requested that they receive all meeting documents and materials prior to meetings via one single link, rather than in multiple emails.
- **Sharing information:** Members asked how they can share information and resources with one another and with the study team. Members should email information to Chris Deffebach ([Christina\\_Deffebach@co.washington.or.us](mailto:Christina_Deffebach@co.washington.or.us)) and the study team will post documents on the website for sharing with others.
- **Bin:** Important ideas or comments that come up at meetings but which are not directly relevant to the discussion topic will be written on the “Bin” flipchart for discussion at later SAC meetings.
- **Communication with news media:** Jeanne Lawson explained that SAC members are encouraged to talk to peers, members of organizations, and elected officials about the study, but they should do so with respect for the SAC process. Communications should focus on the purpose of the Study, and members should be clear when they are speaking on their own personal behalf. SAC members are encouraged to notify the study team staff about planned presentations or speaking engagements to groups, and share outcomes and comments heard.

Members discussed their concerns around news media. They noted that it is important that members be clear that they are speaking on behalf of their own perspective—not on behalf of the group, and that they should encourage the news media to respect the SAC process. Members felt that conversations with the news media should be kept at a broad level, focused on the future, and not focused on particular projects. They were concerned about the spin that the news media can put on their conversations, no matter how careful SAC members are in what they say. Nevertheless, they said it is important for SAC members to accept opportunities to speak with the media in order to create broader public awareness about the Study.

Members did not suggest any changes to the written protocols on this subject.

- **Committee recommendations:** Members discussed how the committee would make recommendations and what would constitute a recommendation from the group. The protocols document refers to “consensus based” recommendations, which means a recommendation that all members can accept even if it is not their personal first choice. If consensus cannot be reached, then a 2/3 majority constitutes a recommendation. Jeanne Lawson explained that using a simple majority process does not communicate much to the final decision maker.

Members discussed the benefits of providing to final decision makers written documentation that explains all viewpoints of members, in order to provide insight into the SAC decision making process

Members agreed to make the following change to the protocols document: *When making recommendations, members with a minority view may choose to write a minority report(s) to be forwarded along with the recommendation.*

## Introduction to Drivers and Land Use Scenarios

---

Terry Moore, ECONorthwest, made a [PowerPoint presentation](#) (see slides 4-31) about drivers and land use scenarios. “Drivers” are factors or trends that are likely to change the future, and affect the way we travel in the future. The Study will use these drivers in developing two land use scenarios. One land use scenario will be based on current trends and factors that agencies have generally agreed to. The second land use scenario will include alternative development patterns based on the drivers.

Terry Moore noted that the study team sent a survey to local, regional, and national experts to get their input on important drivers. SAC members are invited to take the survey as well. He passed out the complete list of drivers from the first round of expert surveys .

Members requested that the results of the expert survey differentiate between who took the survey (national experts, regional experts, top experts, etc.)

## Committee Discussion

Members discussed drivers, and responded to these questions: What is going to be important to Washington County? What do you think will impact transportation in Washington County?

- Members said that the level of **car hire and car share services** has increased in recent years. This should be reflected in the drivers modeling. Terry Moore responded that the modeling can reflect increased car sharing by changing the projections for things like mode share, average vehicle ownership, cost of vehicle ownership, and number of trips.
- Members said that **cultural background** is a significant factor in making transportation choices. For example, members of the Asian immigrant populations tend to walk a lot; there is an “immigrant paradox”—immigrants tend to bring a healthy lifestyle when they move into a community. It will be important to look at the **health impact** of transportation choices. As the

County experiences changes in cultural makeup and increases in immigrant populations, transportation choices will change accordingly. There are also differences in the transportation choices made by first, second and third generation immigrants (for example, the second generation tends to assimilate to the majority culture).

- Members suggested including **increased density** as a “government and policy” driver. Terry Moore responded that “density” is implicitly recognized because the Study incorporates the Metro 2040 Growth Plan and County growth plans.
- Members felt that **republican political agenda at state/local levels**, as listed in the Expert Survey document, is not an appropriate driver. Terry Moore noted that the document is an unedited list of drivers submitted by academic experts through the survey tool; its inclusion in the list does not necessarily mean it will become a driver for the Study.
- Members wanted clarification on the meaning of **enterprises for infrastructure** in the Expert Survey document.
- A member felt that **lack of funding for infrastructure** is an important driver, as well as **appetite for funding** infrastructure improvements. Members cautioned that the team should not assume that all projects in the Transportation System Plans will be funded. With a lack of funding, there will be a need to prioritize among projects. Terry Moore responded that the team will not develop any land use scenarios that would be impossible to fund. The purpose of the study is not to develop a plan to fund, but instead to understand what the options are.
- One member suggested adding the following drivers:
  - Changes in **family size** (under the Demographic and Societal Drivers category)
  - **Increased age of infrastructure** (under the
  - The impact of **climate refugees** on available land (under the Environment and Energy Drivers category)
- One member noted that **urban and rural dynamics** should be considered; the transportation needs of urban, rural and suburban populations are very different. For example, people that grew up in rural areas tend to stay in rural areas and not travel much to urban areas.

## Community Values

---

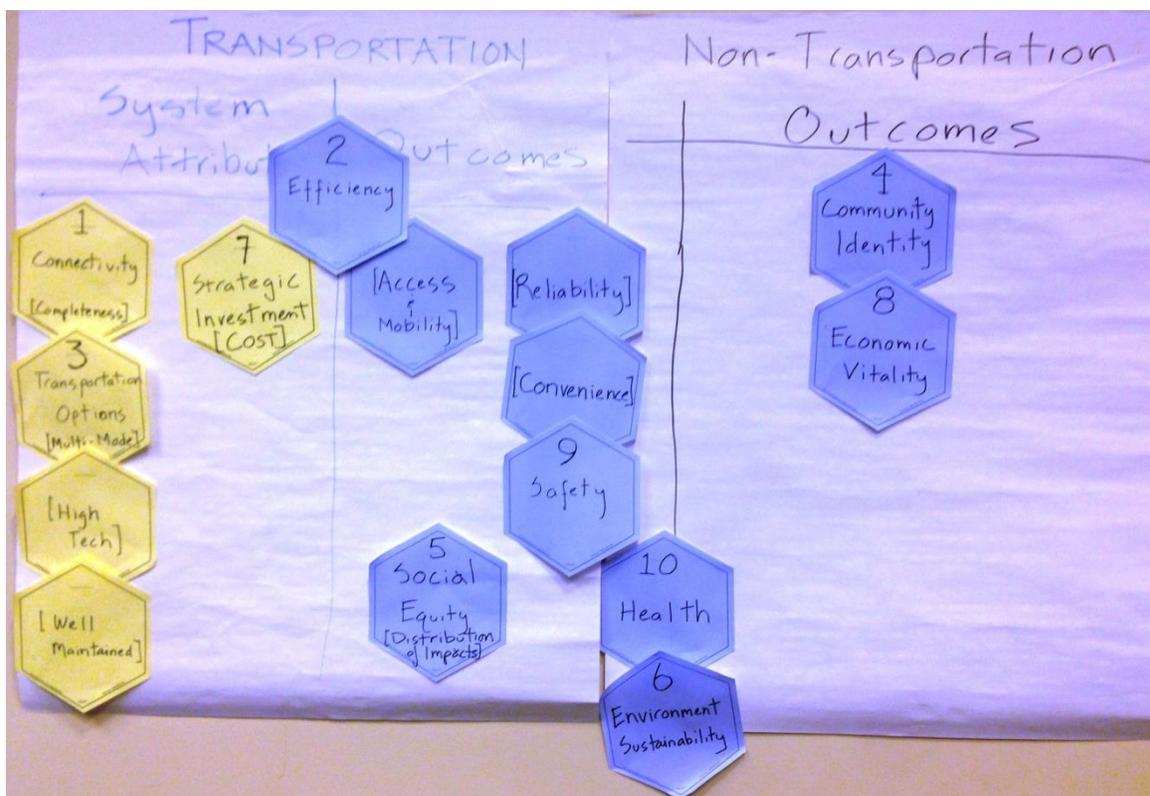
### Values Presentation

Jeanne Lawson provided an overview of how the community values work fits into the Study process. The study team reviewed dozens of local transportation plans, visioning documents, and other local and regional plans; many of these plans and documents were based on robust public processes that documented the values of community members. The study team consolidated this research into a list of ten key values that seem to be consistent among the documents. The study team then asked for public

input on the values—from SAC members, interviews with members of underserved communities, and an online open house to help *confirm* that this was the right set of values.

Jeanne explained that the study team will use the list of community values to develop evaluation measures. These measures will be applied to the transportation options to see how the options respond to values of the community.

Terry Moore provided a framework for how the values will be translated into evaluation measures. Values may be categorized into: 1) transportation system attributes, 2) transportation outcomes, and 3) non-transportation outcomes. Some values may fall into more than one category. The study team will categorize the list of community values into this kind of framework when developing the evaluation measures.



Sylvia Ciborowski, JLA Public Involvement, provided an overview of the community values and the key themes from public comment for each value (see slides 32-45 in the [PowerPoint presentation](#)).

### Updated Community Values

The study team revised some of the values based on comments received from SAC members and the public. The suggested edits aim to be consistent with the team’s review of dozens of community TSPs, visioning documents and other plans; while also being responsive to comments received through the public process.

The updated values are:

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

- **Connectivity:** Provides easy access to destinations essential for daily needs, goods, services and activities. *[no changes]*
- **Efficiency:** Promotes efficient and reliable movement of people, goods, and services. *[no changes]*
- **Transportation Options:** ~~Encourages~~ **Provides** viable transportation options, including private automobiles, transit, bicycling, walking, **and motor vehicles.**
- **Geographic Equity Community Identity:** ~~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.~~ **Supports the local needs of both urban and rural communities.**
- **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~~ **or neighborhood – especially those that have been historically underrepresented.**
- **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 and protects investments **over the long term** ~~by maintaining the current transportation system and using technology to improve efficiency.~~
- **Economic Vitality:** Supports ~~job growth and~~ strong urban and rural economies **and the jobs they create.**
- **Safety:** Ensures that all travelers get to their destinations safely. *[no changes]*
- **Health:** Encourages ~~citizens~~ **people** to become more active and healthy ~~by providing alternative transportation modes.~~

## Committee Discussion

- Members were concerned that too much value was given **to public input that may not be representative** of the values of all Washington County residents and travelers. Staff responded that the public process and online open house was not meant to be a statistically valid study of the County’s values, but rather to confirm that the team’s review of community plans and documents had resulted in a comprehensive set of values.
  - One member provided an example of a statistically valid transportation public opinion survey conducted by the [Puget Sound Regional Council](#). Staff explained that statistically valid telephone polling is planned for the latter portion of the Transportation Futures Study. Members were concerned that there needs to be a significant investment of time and funding into this Study to do it right.
- **Social Equity value:** Members were concerned that it is not possible to ensure “no discernible disproportionate impact” on any group or area. One person suggested adding the word “negative” (“there is no discernible *negative* disproportionate impact on any one group...”). Some were concerned about calling out historically underrepresented groups as “especially”

and suggested changing the language to: “— especially *including* those that have been historically underrepresented.”

- One member suggested **redefining the health value to be broader**.
- Members requested **more time for discussion** at SAC meetings, and agreed that three hour meetings are preferred.
- One member expressed concern that the scope of work for the consulting team will not be looking at **AM peak traffic movement** in the County; the Study will only be using data from PM peak traffic. Staff responded that they will provide a written response to explain their proposal.

## Public Comment

---

Two members of the public made comments:

- Robert Bailey: Mr. Bailey said that the group Save Helvetia reviewed the Study’s Public Involvement Plan prepared by JLA Public Involvement. He submitted [written comments](#) on the Plan. He asked if the JLA Public Involvement Plan is consistent with the Washington County Land Use Public Involvement Plan, and encourages that the JLA Plan reference the County Plan. He said the Study’s Public Involvement Plan has no reference to the legal framework of Senate Bill 100 and other public involvement laws. He asked if all elements of Study’s work are subject to public meetings law, including interviews of public leaders that are referenced in Public Involvement Plan. He said the Plan includes many opportunities for urban planners and politicians to provide input; but there seem to be few opportunities for people with rural perspective to provide input. He said the Plan notes that public will not have an opportunity to comment on the final product because it is technical in nature.
- Keith Peal, Chair of Board of Hillsboro Chamber of Commerce: Mr. Peal said that he came to listen to the SAC discussion in place of Deanna Palm, who could not be here today. He said that the Study team appeared to be editorializing in their presentations. He said there is limited value in comment from the 300 people who took the online survey. He would like to see more time for discussion among SAC members. Mr. Peal questioned the relevancy of academic perspective in the drivers work. He suggested that SAC members create their own list of drivers; they are the people who know about transportation in the County

## Action Items and Next Steps

---

Chris Deffebach said that the study team received some comments on the Taking Stock report. The team will fold these comments into the final report. One comment was that the report should elaborate on rural and agricultural changes. The team will develop a companion document that addresses economic and demographic issues in agricultural areas.

The next SAC meeting is scheduled for June 25. It will be a three hour meeting to accommodate more time for SAC discussion. This meeting will include a continued discussion on values, drivers and land use scenarios.

Members are encouraged to complete the following action items prior to the June 25 meeting:

- Email comments on community values to Chris Deffebach:  
[Christina\\_Deffebach@co.washington.or.us](mailto:Christina_Deffebach@co.washington.or.us).
- Take the Drivers Expert Survey by May 31.