



Southwest Corridor Plan Steering Committee  
Monday, July 8 2013  
9 to 11 a.m.  
Metro Council Chambers

Committee Members Present

Craig Dirksen, Co-chair  
Bob Stacey, Co-chair  
John Cook  
Denny Doyle  
Neil McFarlane  
Bill Middleton  
Lou Ogden  
Skip O'Neill  
Jason Tell

Metro Council  
Metro Council  
City of Tigard  
City of Beaverton  
TriMet  
City of Sherwood  
City of Tualatin  
City of Lake Oswego  
ODOT

Committee Members Excused

Charlie Hales  
Roy Rogers  
Gery Schirado  
Suzan Turley

City of Portland  
Washington County  
City of Durham  
City of King City

Alternate Members Present

Al Reu

City of King City

Metro Staff

Leila Aman, Miranda Bateschell, Matt Bihn, Anthony Buczek, Catherine Ciarlo, Beth Cohen, Joyce Felton, Elissa Gertler, Juan Carlos Ocana-Chiu, Ramona Perrault, Michael Walter, Malu Wilkinson

## **1.0 Welcome and introductions**

Co-chair Bob Stacey, Metro Councilor, called the meeting to order at 9:10 a.m. He asked committee members to introduce themselves, and then referred to the agenda, mentioning that public testimony would occur before the majority of presentations.

## **2.0 Consideration of the Steering Committee meeting summary from June 10, 2013**

Co-chair Stacey asked the committee to consider the summary from the June 10, 2013 Steering Committee meeting. A motion to accept the summary was offered and seconded, and the committee voted to accept the summary without opposition.

## **3.0 Public engagement update**

Mr. Juan Carlos Ocana-Chiu, Metro, reviewed the main points of the public involvement report included as part of the meeting packet. He indicated that the report showed strong support for HCT in the SW Corridor, with Sherwood being a preferred destination. He explained that there was additional support for further study of BRT and LRT during the next project phase. When asked about the characteristics of BRT, the majority of people supported BRT that ran mostly or exclusively in a dedicated transit mode. Mr. Ocana-Chiu indicated support for other elements of the project plan, such as those related to biking, active transportation, and parks and natural resources. He added that organizations working with low-income populations and communities of color had been engaged as part of the project's environmental justice work, and he reviewed the priorities of outcomes specified by these organizations.

## **4.0 Public comment**

Mr. R. A. Fontes, Lake Oswego resident, commented on the potential impact of autonomous vehicles to TriMet. He believed that conversion to autonomous private vehicles would make MAX the most costly of available transit options due to its need to maintain tracks, vehicles, and fund an operating salary. Mr. Fontes explained that BRT is the cheapest option on a per-passenger basis and light-rail is the most expensive. He cited Columbia University's "Transforming Personal Mobility" report in relation to shared autonomous vehicles such as cars. He asserted that shared autonomous vehicles would be faster, safer, more convenient and usually cheaper than transit. He noted the potential for loss of subsidies to TriMet should shared autonomous vehicles such as cars become popular, and said that these impacts to TriMet must be part of the committee's considerations.

Co-chair Craig Dirksen, Metro Councilor noted that the information provided by Mr. Fontes was intriguing and that autonomous vehicles such as cars might well re-shape the nature of transportation in the future, but that they would necessarily remain part of regular traffic flow. He explained that the timeframes for various approvals of a HCT plan enable ongoing monitoring and assessment of the potential impacts of autonomous vehicles. He concluded that autonomous vehicles did not impact the committee's current considerations.

Mr. Roger Averbeck, Chair of the SW Neighborhoods Coalition Transportation Committee, referred the committee to page 10 of the Shared Investment Strategy Recommendation

(included in the meeting packet) and said that he would like more information about which projects would be slated for implementation. He believed that it was important that SW Portland continue their current level of transit service and that it be included as part of future service enhancements. He said that it was unclear from the packet how the public would be engaged in the project's refinement phase. He added that the SW Neighborhoods Coalition Transportation Committee had written Mayor Hales' office on May 23, 2013 and recommended the formation of a community working group to help refine working lists of transportation, roadway, and active transportation projects.

Co-chair Stacey stated that he shared Mr. Averbek's belief that it was vital to have a clearly articulated public involvement process.

Mr. John Gibbon, land use chair for Southwest Neighborhoods, referred the committee to the Roadway, Active Transportation, Parks, Trails and Nature Projects Map Book and Project List (included in the meeting packet). He believed that housing should be taken into account when considering projects. He also stated that it was important to consider how various tools would be implemented on a practical basis. Mr. Gibbon referred to setbacks for zoning density, and noted that comprehensive plan components were vital.

Co-chair Stacey emphasized that toolbox items were in a separate document.

Ms. Kathy Newcomb, Tualatin resident, commented that the SW Corridor Plan must include decreased travel time as an essential goal. She believed that articulated buses can be the next step in maximizing public transit ridership. She noted that a park-and-ride on Tualatin's west side is necessary, and reiterated her belief in the importance of rapid transit.

Co-chair Dirksen hoped for an opportunity to achieve what he understood Ms. Newcomb to mean by rapid transit – smooth flow between stations with no other stops required, thus minimizing travel time. He explained that the options given in the plan under consideration provide the opportunity to achieve as much as realistically possible. Co-chair Dirksen noted system enhancements and service improvements could be part of the refinement process. He acknowledged the difficulty of planning a high capacity transit (HCT) line on 99W.

Ms. Newcomb responded that she disagreed with Co-chair Dirksen's description of a bus rapid transit (BRT) and referred to past descriptions of BRT.

Co-chair Stacey said that the committee would consider all comments to inform the Steering Committee recommendation.

## **5.0 Review draft final recommendation**

Ms. Catherine Ciarlo, Metro and CH2M Hill, reviewed the draft Final Recommendation. She explained that the document consisted of three parts, the draft of the Shared Investment Strategy Recommendation, the roadway, active transportation, parks, trail and nature project map book and project list, and the regulatory framework and financial incentives Toolbox. Ms.

Ciarlo described the last document as a set of policies and financial incentives to use as the SW Corridor Plan moves forward and stated that it was not meant to be a list of binding policies. She directed the committee's attention to the page 2 summary of the Southwest Corridor Shared Investment and indicated that the goal of the creation of the Shared Investment Strategy Recommendation was to initiate conditions that allowed for the achievement of desired changes. Ms. Ciarlo reviewed the case studies that appear on page 11 of the document, and noted that these could be useful in helping committee members determine what kinds of regulatory policies and financial incentives might be leveraged as the Shared Investment Strategy moves forward. She also reviewed the section entitled "Forward: What's next for the Southwest Corridor Plan?" on page 15 and explained that the "Action Chart" appearing on page 16 of the document indicated what would be the results of the committee's July 22, 2013 decision.

Referring to the "Case Study: Tigard Triangle" portion of the document, Mr. Dick Schouten, Washington County, asked what was meant by "layered landscaping." Ms. Miranda Bateschell, Metro, answered that was a movement for open space on lots and that its purpose was to mimic natural habitats by incorporating multiple heights of landscaping elements, such as ground cover, flowers, bushes, and trees. Ms. Bateschell said that the movement toward layered landscaping was becoming popular because it reduced business costs by adding additional vegetation using less space.

## **5.0 Community Conversations**

Co-chair Dirksen invited steering committee members to share their reactions to the draft recommendation in light of feedback that they had received from their communities and colleagues.

Mayor John Cook, City of Tigard, noted that reactions from his community ranged from strong support of HCT to strong opposition to it. He indicated that there was broad support for continued study of LRT and BRT and that there was general recognition of the need for time to process related developments. He hoped to emphasize to the community that the decisions made on July 22 do not necessarily prohibit future changes.

Mayor Bill Middleton, City of Sherwood, said that his community is happy with outcome of the committee's work, and that it understands that HCT is not financially feasible for the Sherwood area. He added that the City of Sherwood would like to be kept in the process for its integration into a HCT at future points.

Mayor Denny Doyle, City of Beaverton informed the committee that his council is satisfied with the two current recommendations. He described extensive public outreach in the Beaverton area.

Mr. Al Rue, City of King City, indicated support of the current recommendations.

Mayor Lou Ogden, City of Tualatin, described general support for the new phase of study. He noted that there was belief that having HCT in Tualatin would leverage additional building and local service. He felt that important issues included service to Tualatin's industrial area, east-

west movement to Sherwood, and local access and mobility. He added that the Ice Age Tonquin Trail must be factored into current considerations.

Councilor Skip O'Neill, City of Lake Oswego, indicated that residents of Lake Oswego would have input as the process progressed.

Mr. Neil McFarlane, TriMet, commented that the TriMet board would want to consider specifics about transit alternatives.

Mr. Jason Tell, ODOT, indicated that financial constrictions meant that prioritizing projects would be an integral element of future planning. He believed that it would be important to recognize the value of small and short-term projects, and that challenging decisions would need to be made with regard to costs and road management. He concluded that the current recommendations enable forward movement.

Mr. Dick Schouten, Washington County, did not see any issues in the current recommendation that the Washington County Board of Commissioners would have a problem with. Co-chair Dirksen mentioned that he had earlier received confirmation from Commissioner Roy Rogers that Commissioner Rogers was in support of the current recommendations.

Commissioner Steve Novick, City of Portland, said that there was strong support for the current recommendations. He specified several projects for which there existed strong support for further examination during the project's refinement period, including the tunnel option under OHSU, further exploration of the direct transit connection to PCC-Sylvania, and improved transit service in the SW area of Portland.

## **6.0 Looking ahead**

Co-chair Dirksen reviewed the nature of the decisions to be made at the July 22 meeting. He stated that extensive comments had been received and reviewed by the committee up to this point and local jurisdictions would be asked to affirm the decision made on July 22, at which point the second phase of the project would begin. He asked if committee members would like to raise any final concerns prior to the July 22 meeting.

Mayor Cook asked for clarification regarding the committee's meeting schedule during the refinement process. Co-chair Dirksen said that there would be no need for monthly meetings during this process. Both Co-Chair Dirksen and Mayor Ogden agreed that regular meetings would be important. Mr. McFarlane said that he anticipated a pause in the committee's activities while technical work starts. Ms. Malu Wilkinson, Metro, said that thought would be given as to the correct number of meetings for committee members and their staff.

Ms. Wilkinson explained that a draft work plan for the SW Corridor Plan's next project phase would be provided to the committee on July 22. She said that, throughout the refinement process, thought would be given as to the best ways to engage the public, community partners and private and nonprofit partnerships.

Ms. Elissa Gertler, Metro, said TriMet's SW Service Enhancement Plan would be a key part of the refinement process, and that much work lay ahead with regard to design and project questions.

Mr. Schouten, Washington County, asked if both options assumed the use of a WES stop for Tualatin and Tigard. Co-chair Dirksen answered that both transit options assumed that the Tigard Transit Center would be a stop.

#### **7.0 Next meetings and adjourn**

Co-chair Dirksen adjourned the meeting at 10:42.

Meeting summary respectfully submitted by:

Michael Walter, Administrative Assistant

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	7/8/13	July meeting agenda	070813swcpssc-01
2	Summary	6/10/13	6/10/13 meeting summary	070813swcpssc-02
3	Document	07/01/13	Frequently asked questions	070813swcpssc-03
4	Factsheet	7/8/13	Summary of the Shared Investment Strategy draft recommendation	070813swcpssc-04
5	Document	07/01/13	Draft Shared Investment Strategy Recommendation	070813swcpssc-05
6	Document	07/01/13	Attachment A to the Recommendation	070813swcpssc-06
7	Document	07/01/13	Attachment B to the Recommendation	070813swcpssc-07
8	Document	07/01/13	Draft Public Involvement Report	070813swcpssc-08
9	Document	07/01/13	Draft Evaluation Report	070813swcpssc-09
10	Document	07/08/13	Transit Impact of Autonomous Vehicles (AV's) Needs to be in the Discussion	070813swcpssc-11