

# **Metro**

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**Metro**

## **Minutes**

**Tuesday, February 28, 2017**

**2:00 PM**

**Metro Regional Center, Council Chamber**

**Council work session**

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**2:00 Call to Order and Roll Call**

**Councilors Present:**Council President Tom Hughes and  
Councilors Craig Dirksen, Bob Stacey,  
Shirley Craddick, Sam Chase, Carlotta  
Collette, and Kathryn Harrington

**Councilors Excused:** None

Council President Hughes called the Metro Council Work Session to order at 2:07 p.m.

**2:05 Chief Operating Officer Communication**

Ms. Martha Bennett, Chief Operating Officer, noted that Scott Robinson, Scott Cruickshank, Roger Gonzalez (senior employees of Metro), several employees from the Oregon Zoo and Oregon Convention Center attended the Travel Portland: State of the Industry event earlier that day. Ms. Bennett mentioned that information presented at the meeting indicated modest growth in the metropolitan travel industry and that Travel Portland was working on reaching the international travel market. Ms. Bennett also mentioned that Mr. Jeff Miller, President of Travel Portland, sent out a letter that stressed on making sure people from diverse backgrounds would be welcome in Portland. Ms. Bennett announced that Ms. Julie Fitzgerald was appointed to be the new Executive Director of the Oregon Zoo Foundation. Ms. Bennett recalled that Ms. Fitzgerald had experience in fundraising for scientific endeavors for Oregon Health and Science University and other institutions. April 10 will be the first day for Ms. Fitzgerald and Ms. Bennett also wanted to extend her gratitude to Mr. Mark Loomis, former Interim Executive Director for the Oregon Zoo Foundation.

**Work Session Topics:**

2:10 2018 Urban Growth Management Decision: Proposed Work Program

Ms. Elissa Gertler, Planning and Development Director, stated that the proposed work program for the 2018 urban growth management decision contained fundamental principles that would not change. However, due to changes in the housing market and procedures used to determine the complex urban growth management process, there were new elements to the work program. Ms. Gertler highlighted the direction provided by the Council in regards to the 2015 urban growth management decision: acknowledgement of urban and rural reserves, reporting on growth trends, continuation of Metro's direction in growth management policy, and conceiving the 2018 Urban Growth Report. Moreover, Ms. Gertler noted additional Council direction that stressed on providing more flexibility to Metro in response to city requests for urban growth boundary (UGB) expansion. According to Ms. Gertler, allowing UGB expansion where there was regional need along with accepting requests from cities that completed concept plans were other elements of direction recently provided by the Council. Ms. Gertler presented a metaphor where a region that adopted long range transportation policy only had few places where freeways could be expanded, and only a few cities were asking for highway expansions. Also, the staff associated with this policy recommended a particular number of lane miles to be added to the region's highways. By sharing this scenario, Ms. Gertler expressed the inefficiency of theoretical procedures and conveyed how on-ground conditions were the ideal framework upon which policy should be created.

Mr. Ted Reid, Principal Regional Planner, emphasized that

whether UGB expansion occurred would depend upon different tradeoffs and not focused upon a single correct answer. Mr. Reid acknowledged that the 2040 Growth Concept plan showcased the growth of the metropolitan region in the long-term, yet lacked the foresight for specific implementation strategies in regards to expansion requests. Thus, Mr. Reid advised council that the 2018 growth management process avoid theoretical options and rely on proposals developed by on-ground methods to ensure a well rounded framework. According to Mr. Reid, Council requested an urban growth report and would make an urban growth management decision by the end of 2018. The urban growth report and UGB expansion proposals from cities would be taken into consideration for the urban growth management decision in late 2018. In mid 2018, Metro staff will provide Council with an updated urban growth report that would include an updated peer-reviewed range forecast, updated peer-reviewed land inventory, development trends data, and an assessment of outcomes and tradeoffs of different options that were related city expansion proposals; assessment of a no UGB expansion option would also be included in the report. Mr. Reid explained that Metro Technical Advisory Committee (MTAC) would clarify the scope of city proposals for UGB expansion into urban reserves. Mr. Reid also mentioned that letters of interest from property owners, demonstrated use of best practice in urban areas by a city that was proposing an expansion, and demonstration of contribution to Metro's Six Desired Outcomes would be analyzed by MTAC during consideration of expansion requests. In regards to the program phasing, Mr. Reid mentioned that Metro was currently in phase one, as Councilor Chase, Councilor Collette and Council President Hughes developed the Urban

Growth Readiness Task Force to generate suggestions on how to improve urban growth management processes. Phase two would involve technical reviews and local concept planning during late 2017 and early 2018. The remaining key phases were:

- Phase three (late June 2018):  
Release the urban growth report and the city expansion proposals.
- Phase four (September 2018):  
Demonstrate initial policy direction on the growth management process decision.
- Phase five (end of 2018):  
Metro Council would make a decision on urban growth management.

***Council Discussion:***

Councilor Craddick sought more information on how an assessment of tradeoffs and outcomes would occur for a situation where no UGB expansion was requested. Councilor Harrington thanked staff for their presentation, though she voiced her concern regarding the oversight of Metro Policy Advisory Committee (MPAC). Her main concern was whether MPAC would have enough time and resources to fully review the 2018 Urban Growth Report. Councilor Dirksen reiterated that a city requesting an UGB expansion be reviewed for its commitments to Metro's Six Desired Outcomes and establishes an appropriate expression of need for that expansion. Council President Hughes noted that Metro policy would have to change if there is a need to review existing zoning.

3:10 Vision Zero and Regional Transportation Safety Action Plan Update

Mr. Tom Kloster, Planning Manager, recounted that there

was an increase in transit use and this would require the region to make transportation safer for drivers and pedestrians. Mr. Kloster provided background to the transportation safety plan by mentioning the 2012 Regional Transportation Safety Plan (RTSP). The RTSP was the first safety plan for the region and was developed by a regional work group that used regional crash data. The plan was developed using regional crash data from 2007-09 and identified short and long term safety goals.

Ms. Lake McTighe, Senior Transportation Planner, recounted that the 2012 RTSP was groundbreaking because it developed an analysis of transportation safety that was unique to the country. She highlighted several key findings in the 2012 study:

- Arterials were the major safety challenge in the region. These corridors experience the largest amount of serious fatal and non-fatal crashes.
- Human factors such as alcohol, drugs, speeding, and aggressive driving are factors that must be addressed. Ms. McTighe shared that human factors are difficult to address in comparison to infrastructural deficiencies.
- Areas with higher vehicle miles travelled (VMT) would result in more serious crashes.
- There was a higher frequency of crashes on streets with more than four lanes. Pedestrians were also in danger of being injured or killed on these roadways.
- There was a higher risk of being injured or killed for pedestrians walking in the dark.
- Street lighting was effective in preventing crashes for bicyclists and pedestrians. Ms McTighe also mentioned that street lighting was as important to sidewalks because most of the crash hotspots were in areas with poor lighting, regardless of sidewalks

being present.

Ms. McTighe stated the leading cause of deaths for young people (ages 1-24) in the United States was vehicle crashes. In 2015, the metropolitan region experienced 580 deaths and life changing injuries due to vehicle crashes; these crashes led to over a \$1 billion in cost. In regards to work plan elements, Ms. McTighe mentioned updating policy framework for the RTSP. Ms. McTighe also mentioned that updating crash data analysis for the update would incorporate data from 2010-2015. For the first time ever, the Regional Transportation Plan (RTP) would utilize system evaluation measures. Also, the RTSP would identify high injury corridors in order to distribute investment in a strategic manner. This material would then be incorporated into an updated plan in the 2018 RTP. In regards to the safety work group, Ms. McTighe noted that the collaboration was formed with a diverse ensemble of staff from different jurisdictions. The information that was being presented was recommended by that work group. Ms. McTighe acknowledged that policies are becoming more data driven, and that there was a growing recognition that safety for users such as pedestrians and bicyclists needed to be prioritized. Furthermore, Ms. McTighe noted that from policy review, equity and public health are important elements in transportation safety. Ms. McTighe provided context to this notion by stating that people of color and people with lower incomes are more vulnerable to die in traffic accidents. In respect to public health, it was noted that the Center for Disease Control cited traffic related deaths as an easy issue to address because many accidents are preventable. Vision Zero, according to Ms. McTighe, is being nationally adopted and differs from other policy or



strategies. For example, it was noted that Vision Zero does not focus solely on a target; rather it would provide a framework in order to reduce the number of injuries and deaths. In a video presented to the Council, members of the public were asked how many deaths from car crashes occurred in the Portland metro area, and what they thought the goal should be in terms of reducing the deaths from crashes. Majority of the individuals in the video acknowledged that the goal should be zero deaths; however, there were individuals that expressed this goal being difficult to achieve. Mr. Kloster conveyed to the Council that the recommended regional 2035 Vision Zero target would be to reduce transportation related deaths and injuries by 16% by 2020, and reduced by 50% in 2025. Ms. McTighe shared with the council several evaluation measures for the RTP investment packages. Among the measures was to analyze exposure to crashes by investigating high injury corridors via the crash history in those areas, transportation investments planned in that area, and locating non-freeway vehicle miles traveled (VMT) that are increasing higher than the regional average.

***Council Discussion:***

Councilor Chase conveyed his support for Vision Zero. He stressed that reducing the number of cars on the road would increase the amount of people using transit, riding bicycles and walking. However, Councilor Chase recognized that this modification would be brought out by a change in transportation culture, and Vision Zero had the opportunity to do that. Councilor Dirksen noted that reducing transportation related deaths to zero would be impossible; however, it should be the goal to be

innovative and take an initiative with the Vision Zero framework so that significant reductions in death and injuries are obtained. Councilor Craddick expressed her support for the Vision Zero framework and inquired upon the models and statistical analysis tools that would be used to determine risks and exposure of high injury corridors. Councilor Harrington appreciated the high injury corridor map showcased in the presentation and noted that the information provided in that graphic should be shared with other elected officials in order to communicate the seriousness of the issue. She also noted that enforcement related to sweeping left or right turns, drivers not honoring bicycles lanes, and texting while driving should be important elements in the Vision Zero framework. Councilor Collette also voiced her agreement on the proposed framework of Vision Zero and stressed that consistency in the implementation of transportation safety would benefit local jurisdictions along with the entire region. Councilor Craddick proposed buffered bike lanes in high injury corridors where bicyclists are especially vulnerable. Also, she inquired whether there would be limitations for bicyclists in corridors that lacked protective infrastructure. Council President Hughes clarified that safety enforcement would remain a local issue whereas traffic code was state responsibility.

### **3:40 Councilor Liaison Updates and Council Communication**

Councilor Harrington attended two events: a lecture at Portland State University that discussed protecting cultural heritage sites in Portland due to potential earthquakes, and the launch of an earthquake resilience report at City Club Luncheon. Councilor Harrington highlighted several findings from those events and

recommended that the public become more aware of natural disaster preparedness and response. Councilor Collette attended a Stanford Hamlet community meeting in regards to the land use designation status of the Stafford reserves. Councilor Collette also shared her disappointment in the misinformation that was being circulated in the community in regards to the land use designation in the Stafford Hamlet region. Councilor Harrington shared a conversation she had with a constituent who voiced their support for Metro’s vision and lauded the effort of the Council in order to improve the region. Councilor Dirksen introduced a budget request for a Rose Festival float that would represent Metro. Ms. Bennett mentioned that the float would be a volunteer opportunity for Metro employees.

**3:50 Adjourn**

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:40 pm.

Respectfully submitted,



Amaanjit Singh, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 28, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>2.0</b>	PowerPoint	2/28/2017	2018 Urban growth management decision Proposed work program	022817cw-01
<b>3.0</b>	Report	2/28/2017	Vision Zero Action Plan: Saving Lives with Safe Streets	022817cw-02
<b>4.0</b>	Handout	2/28/2017	Mid-year Amendment to FY 2016-17 Budget	022817cw-03