MEETING: WCCC Transportation Advisory Committee  
DATE: Thursday January 29, 2015  
TIME: 1:30 – 3:00 p.m.  
PLACE: Beaverton Library Cathy Stanton Conference Room  
12375 SW 5th St., Beaverton

A G E N D A

1. Welcome and Introductions

* 2. ODOT Active Transportation Needs Inventory Project  
   **Purpose:** ODOT Region 1 is undergoing an Active Transportation Needs Inventory to assess gaps in the existing system and strategically identify future projects that provide the greatest benefits for all users.  
   **Presenter:** Jessica Horning, ODOT Region 1

3. TriMet’s Service Planning Guidelines  
   **Purpose:** Review TriMet’s updated Service Planning Guidelines.  
   **Presenter:** Tom Mills, TriMet

* 4. Safe Routes to School  
   **Purpose:** Inform the TAC of the various Safe Routes to School programs throughout Washington County  
   **Presenters:** Joy Chang, Washington County  
   Mark Bernard, City of Tigard  
   Lynne Mutrie, Oregon SRTS  
   Lisa Franks, Bicycle Transportation Alliance

* 5. Washington County Transportation Study  
   **Purpose:** Provide an overview of the study purpose and outcomes and expected TAC roles and responsibilities  
   **Presenters:** Dyami Valentine, Washington County

6. Other Business and Agency Updates  
   - TPAC Agenda  
   - WCCC Agenda  
   - Future WCCC TAC agenda topics?

* Material included in packet.  
# Material will be distributed at the meeting.  
^ Material available electronically and/or distributed in advance of the meeting.
### WCCC Transportation Advisory Committee

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<tbody>
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<td>Thursday, February 26</td>
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<td>Thursday, March 26</td>
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*For agenda and schedule information, call Dyami Valentine at 503.846.3821
email: dyami_valentine@co.washington.or.us*
Project Overview

The Oregon Department of Transportation (ODOT) Region 1 (Portland Metro area) is working to create safer, more walkable and bikeable networks in communities across the region. Less than half of ODOT’s highways in urban areas currently have sidewalks and bike lanes. The Oregon Transportation Plan sets a goal of completing the state biking and walking network by 2030, but adequate funding is not available to meet this target. ODOT Region 1 is developing an Active Transportation Needs Inventory to assess gaps in the existing system and strategically identify future projects that provide the greatest benefits for all users.

The Active Transportation Needs Inventory will be completed in two phases. Phase I will update ODOT’s inventory of pedestrian and bicycle facilities (e.g., sidewalks, bike lanes, paths) and identify gaps on ODOT Region 1 highways. The updated inventory data will be incorporated into ODOT’s statewide database. Phase II will evaluate needs from Phase I and create a framework for identifying projects to advance as future funding opportunities become available.

Who’s Involved?

This effort will be guided by feedback from Technical and Stakeholder Advisory Committees representing ODOT, local jurisdictions and other key partners that will meet regularly from October 2014 to June 2015. The project will also be shaped by public input gathered through stakeholder interviews, a Virtual Open House and other community events. The final needs inventory will be used to help guide future decision-making to complete the active transportation network on ODOT Region 1 highways.

Project Schedule

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<tr>
<th>PHASE I: ODOT Facilities Inventory</th>
<th>2014</th>
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<td>Project Kick-Off &amp; Literature Review</td>
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<td>Inventory Existing Facilities</td>
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<td>Identify Gaps &amp; Deficiencies</td>
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<th>PHASE II: Needs Evaluation &amp; Implementation Plan</th>
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<td>Evaluate Gaps &amp; Deficiencies</td>
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<td>Implementation Guidance</td>
<td>Apr.</td>
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For More Information:

To sign up to receive occasional project update emails and invitations to outreach events, please contact: Jessica Horning, ODOT Region 1 Transit & Active Transportation Liaison, 503-731-3359, Jessica.Horning@odot.state.or.us, http://www.oregon.gov/ODOT/ATNI
The state, county, city and citizens are aware of the many benefits of active transportation. As a result we are taking steps to encourage people of all ages, to walk, bicycle and take transit frequently to promote its good health benefits, reduce traffic congestion, and increase community livability.

**Safe Routes to School (SRTS)** is about bringing leadership in transportation together with leadership in schools, along with community, to encourage students and families to walk and bicycle safely to school as part of a healthy, daily routine.

In 2014 Washington County received grant funding from Oregon’s Safe Routes to School Program to fund a SRTS Coordinator to increase program awareness and activities throughout the County. The County program will build Safe Routes to School partnerships among city and county agencies, schools, community organizations, and neighborhoods. The SRTS Coordinator provides important leadership working with our partners to collaborate and leverage expertise, resources and program elements that support the "5 E's of Safe Routes to School."

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### Who Benefits?  Everyone benefits!

Safe Routes to School produces multiple benefits for students and the community:

**Health**
- Students who get more physical activity, reduce their risk of obesity and diabetes, and improve their overall health.
- Healthier children miss fewer days of school.
- Fewer car trips mean lower greenhouse gas emissions, reducing air pollution around schools.

**Learning**
- Students who exercise before school increase their readiness to learn without taking time away from existing school-day activities or placing additional burdens on teachers.
- Students who walk and bike to school develop healthy life-long skills, safety habits, confidence, and independence.

**Safety**
- More people walking and bicycling increases the “people presence” in your neighborhood. More eyes and ears on the street create a safer neighborhood.
- Identifies priority improvement projects that allow everyone – including children, older adults, and people with disabilities – to walk and bicycle more safely.

**Community**
- Encourages children to walk or ride a bike to school resulting in reduced traffic congestion.
- Fosters social interaction and increases the feeling of community and social support by walking or biking with other children and neighbors.

**Economic**
- Creates a safe environment for kids to walk and bicycle to school, reducing the need for bus transportation; saving school districts money.
- Walkable and bikeable neighborhoods enhance the quality of life for residents while increasing property values.

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*Safe Routes to School has the potential to improve the living habits of an entire generation of schoolchildren. It provides our children with fresh air and exercise. It reduces fuel consumption and air pollution, and promotes safety.*

- Former Congressman Jim Oberstar, Chairman of Committee on Transportation and Infrastructure
Building SRTS Partnerships

Washington County’s program depends on its partners working together to improve safety and encourage walking and bicycling to school.

As an initial step you can help Washington County track the current levels of bicycling and walking activity among students and their parent’s attitudes towards the activity through these tools:

- **Parent Survey** (online or paper) helps to reveal why parents are driving their children to school instead of allowing them to walk or bicycle, and can provide insight into what changes might encourage a shift in their behavior.

- **Student Travel Tally** is a hand tally count of the modes students take to get to school – walking, bicycling, riding the bus, being driven alone, or carpooling. This baseline measurement helps gauge the change of impact on student travel choices.

School districts and schools play an essential role in supporting a SRTS program. The county, along with our partners, can coordinate support and community resources to begin a SRTS program. Resources include walk/bike maps, SRTS Action Plans, Bike/Walk to School Events, and safety training.

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**For more information contact:**

**Joy Chang**  
SRTS Coordinator  
joy_chang@co.washington.or.us  
503-846-3873

**Shelley Oylear**  
Bicycle and Pedestrian Coordinator  
Shelley_oylear@co.washington.or.us  
503-846-7819

Visit our webpage  
www.co.washington.or.us/srts

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**Five E’s—A Proven Approach**

SRTS Program uses a proven, multi-strategy approach called the **Five E’s** to promote safe travel to and from school.

**Evaluation** should be used to determine existing conditions, such as parent/student attitudes and behaviors, infrastructure conditions, and to gauge the effectiveness of the program to ensure dedicated resources are achieving the greatest success.

**Education** activities target students, parents, and community members. These strategies include teaching students, pedestrian and bicycle safety skills, sharing the benefits of walking and biking to school, and encouraging motorists to drive safely near pedestrians and bicyclists.

**Encouragement** activities go hand-in-hand with educational activities to motivate children to walk and bike to school. Encouragement strategies generate excitement and interest in walking and cycling and make getting to school fun.

**Engineering** strategies improve the built environment to support safety for student pedestrians and bicyclists. This may include traffic signals, traffic calming, pedestrian crossings, sidewalks, off-street paths, and signage.

**Enforcement** activities help protects students by deterring unsafe behaviors of drivers, walkers, and bicyclists, and by encouraging all road users to obey traffic laws and share the road safely. Enforcement tools include crossing guard programs, traffic speed readers, targeted police patrols, and safety awareness campaigns.
What is Safe Routes to School (SRTS)?

Safe Routes to School (SRTS) supports a new old idea: the healthiest way for kids to get to school is to walk or bike there safely.

Walkable neighborhoods are strong neighborhoods. Driving to the neighborhood school is sometimes the only option. But driving to school creates congestion, carbon emissions and parking challenges, and keeps children from exercising their bodies and minds. SRTS is a framework for parents to join with teachers, school administrators and city officials to encourage active transportation to and from school.

» SCHOOL IMPROVEMENT & ACTION PLANS
The city will work with school and District staff to develop Action Plans that identify engineering improvements and key issues that can be overcome with SRTS programming.

» OUTREACH MATERIALS
SRTS brochure, website information, and safety tips for parents will highlight the benefits of walking and biking and invite families to participate in activities.

» PARENT EDUCATION
Trainings will get parents involved in Walk & Roll to School Day, Walking School Buses, incentives campaigns, and other activities.

» STUDENT EDUCATION
Students will learn the rules of the road through Neighborhood Navigators pedestrian safety education for 3rd grade students and bike rodeos for 5th grade students.

» FAMILY BIKE FESTIVAL
All Tigard residents will be invited to an annual family bike safety festival, which will offer classes, bike repair, helmet fitting, and fun opportunities for families to practice biking together.

GOALS

Reduce the number of driving trips to schools.

Educate families about the benefits of active transportation.

Improve traffic safety and circulation around schools.

Identify champions to build the program and sustain activities.

Safe Routes to School advances Tigard’s vision to become... "The most walkable community in the Pacific NW where people of all ages and abilities enjoy healthy and interconnected lives."

For more information, contact Kenny Asher
City of Tigard Community Development Director  |  503.718.2443   |   kenny@tigard-or.gov
Why TIGARD SAFE ROUTES to SCHOOL?

The pilot Tigard SRTS Program will model how a City and School District partnership can build school and parent volunteer capacity to encourage walking and bicycling.

**ENVIRONMENT**

38% of CO₂ emissions in Oregon stem from transportation, primarily from cars and trucks. ⁴

44% of students in Tigard live within a half-mile of their school. ⁵

85% of the City of Tigard is within a mile of a school.

SRTS education and encouragement programs can result in a 25 percent relative increase in walking and bicycling over five years. ⁶

**HEALTH**

Children and adolescents should have 60 minutes (1 hour) or more of physical activity daily. ²

Nationwide, parents’ concerns over safety and traffic deter 40% of students from walking or biking to school. SRTS addresses these concerns through education, encouragement, law enforcement, and engineering improvements. ³

**EQUITY**

The Tigard-Tualatin School District has 12,512 students. Of these, 22% of their students are English language learners and 37% are economically disadvantaged. ⁷

Families with incomes under $50,000 per year spend an average of 30% of their budget on transportation. ⁸

The fatality rate for bicyclists is 23% higher for Hispanic than white bicyclists and 30% higher for African American than white bicyclists. ⁸

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7. Oregon Department of Education.
Overview of Beaverton School District’s Regional Transportation Option’s Grant Application

Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

Beaverton School District has received Safe Routes to School funding from the state from 2008-2013. Participation in SRTS and Walking+Biking events tripled during those grant years. With a one year lapse of dedicated SRTS service, participation in SRTS activities and walking and biking to school fell by approximately 50%.

The District understands the benefits of SRTS programs: It’s good for both personal and community health and safety now and in the future. With guidance from BSD’s Public Safety and Transportation Departments, the District applied for a Regional Transportation Options grant from Metro. This is a two year grant that, if awarded will start June 2015. The District should know in March if the application is moving forward.

The Project Goals/Expected Outcomes are:

- To establish a policy for analyzing transportation options and opportunities to maximize safety, efficiency and health district wide.
- To establish a list of priority infrastructure and operational improvements for each SRTS involved schools.
- Increase communication regarding transportation options, opportunities and needs within district, city and county departments.
- To increase the number of schools with SRTS Action Plans from 10 to 25.
- To update the district’s Preferred Travel Maps for the District’s schools and include 2 High Schools.
- To establish regular SRTS encouragement activities and celebrations in at least 10 schools.
- To reduce the number of parent vehicle miles driven by 10%.
- To reduce greenhouse gas emissions caused by school drop off related traffic congestion, by 10%.

By creating a culture where walking and biking to school becomes an accepted or preferred option, student health is expected to improve. Ancillary benefits include spending less on transportation, reduced wear and tear on infrastructure, less traffic, congestion and the associated and safety in and around the school community.

We look forward to a successful RTO grant award. We should know how this application is progressing by mid March.
Safe Routes to School For Every Kid
www.ourhealthystreets.org

When it is safe, convenient, and fun to walk, bike and take transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in Oregon deserves a chance at a healthy future.

A Dangerous Trend for Oregon’s Kids
Our kids are getting less exercise than any previous generation. One in three kids in the U.S. is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn’t an option for many families in the Portland metro-area. Too many communities lack safe sidewalks, bikeways, and crosswalks. Kids who most need opportunities for physical activity often don’t have safe routes for walking or biking to school which could give them 66% percent of their recommend daily exercise.

Healthy Kids, Safe Communities
Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. To ensure that’s an option for all families, providing safe routes to school:

• Makes streets and crossings within the mile-radius of schools safer.
• Empowers communities to take charge of their own health and safety with bike and pedestrian safety education.
• Creates communities of families walking and biking together through fun, school-based events.

Safe Routes to Schools Works
Some metro-area schools have received funding since 2006 with a robust effort to create safe routes to school. Schools with well-supported programs have seen walking and biking to school quadruple in one year. We can and should do more to ensure every kid has a chance at a healthy future. More than 60,000 kids in the Metro-area could be walking and biking to school after just one year of a robust effort to make safe routes to school for the region.

Every School District in the Metro Region
When it is safe, convenient, and fun to walk to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Safe routes to school could bring the following to every community in the metro-area:

• Healthier kids ready to learn
• Safer neighborhood streets for all residents
• Kids equipped with crucial bike and pedestrian safety education
• Thriving neighborhoods that foster community
• Opportunities for physical activity for kids who need it most

In the coming months, Metro Council will decide on critical funding that could give every kid a chance at a healthier future. Join us in working to get safe routes to school for every school district in the Metro-area to reach 150,000 kids.


Introduction

Washington County has developed into a vibrant urban metropolitan area that also retains a thriving rural community and economy. A safe and functional transportation system is critical to our economy and quality of life. At the close of its 2013 session, the Oregon Legislature provided funding for the Washington County Transportation Study to evaluate the long-term transportation strategies and investments needed to sustain the county’s economic health and quality of life in the coming decades.

This study provides the opportunity to:

- think big and look far beyond the Transportation System Plan’s 20-year horizon;
- study the county’s evolving demographic and economic conditions and implications for travel needs;
- evaluate the tradeoffs from two transportation investment packages against a range of community values and two plausible future land use scenarios; and
- position Washington County for continued success in the future.

The study results will provide a better understanding of long-term transportation needs, tradeoffs between alternative transportation investments, and provide guidance for subsequent updates to regional, county, and local plans.
Engagement and Coordination

Washington County’s Department of Land Use & Transportation (LUT) will lead this study under the direction of the Board of County Commissioners (Board). The Board will be asked to appoint a Study Advisory Committee and accept the conclusions of the study.

The Washington County Coordinating Committee (WCCC), made up of elected officials from the county and all cities in Washington County plus representatives from the Oregon Department of Transportation, Port of Portland, TriMet and Metro, will review the study at milestones and recommend future steps to the Board. Staff from cities and agencies (Planning Directors and WCCC Transportation Advisory Committee) will provide input to the study and will review work products.

A Study Advisory Committee comprised of community members with a depth of knowledge and interests in diverse areas including business, major urban industry, agricultural and forestry, freight and goods movement, transit and active transportation, equity and health, development industry, economic development, energy, community livability, and natural environment will advise the County at key milestones and serve as a forum to explore how the study’s approach, transportation investment packages and analysis meet needs and reflect community values. Members of the Study Advisory Committee will be selected through an open nomination process.

A number of Ad-Hoc Groups will be convened to advise on specific technical, social, regional or environmental issues. For example, one such group will be focused on how the transportation investment alternatives may affect health and equity issues in the county.

A public engagement process will be established to ensure that diverse viewpoints are used to help verify community values; provide input into opportunities and challenges facing the county; inform and review transportation investment packages; and discuss the tradeoffs between investment packages. Community input will be solicited throughout the study with on-line opportunities, facilitated community discussions, opinion polls, and other techniques to reach out and engage stakeholders. Special efforts will be made to reach out to communities of color, low income, disabled and other underrepresented groups.

Study Committee Structure:
Study Process and Timeline

Building on the county’s Transportation System Plan (TSP) work, the longer-term Washington County Transportation Study will look further out into the future—allowing us to think longer-term about our future land use and transportation challenges and opportunities.

The study efforts will take place over approximately 16 months, starting in January, 2015 and ending in the spring of 2016. As described below and illustrated on the following page the study will advance through a five phase process:

Phase 1: Taking Stock
This phase will involve capturing lessons learned from the past 25 years of transportation policy and investment decisions, as well as review where we’re going over the next 25 years. In this task we will also consolidate, confirm and attempt to identify any potential gaps in understanding of the community values that will guide the study.

Phase 2: Land Use Scenarios
Two future land use scenarios that reflect varying rates, types, and distribution of growth within the county as well as assumption about influencing factors like advances in technology will be developed. The scenarios are not forecasts, but are platforms that will allow testing of the efficacy and resiliency of potential transportation investment strategies. The scenarios will build from adopted local land use plans.

Phase 3: Transportation Investment Packages
Two alternative transportation investment “packages” reflective of community goals will be developed in order to provide comparative approaches to addressing future needs. It is anticipated that many diverse transportation investment concepts will come from the public and advisory committees, and will likely include assumptions about technological advancements, improvements to vehicular, transit, bicycle, and pedestrian capacity, as well as system demand management tools.

Phase 4: Evaluation
The transportation investment packages will be evaluated against criteria that will be developed working closely with the advisory groups and with input from the community at large.

Phase 5: Public Review and Conclusions
The results of the evaluations will become the basis for a broad community discussion. The results of the technical analyses will be presented in a way that highlights the benefits and impacts associated with alternative transportation investment packages. The public discussion of those tradeoffs will lead to a greater understanding of areas of agreement and those issues where divergent viewpoints predominate.

For More Information
If you have questions or comments about the study or would like more information about applying for the study advisory committee, please visit www.co.washington.or.us/WCTS or contact the Department of Land Use & Transportation at 503-846-4530 and press zero.