



Department of
Land Use & Transportation

Washington County Transportation Study

Draft Study Approach for Public Comment

defining 20 - 50 year transportation investment choices

December 12, 2013



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:

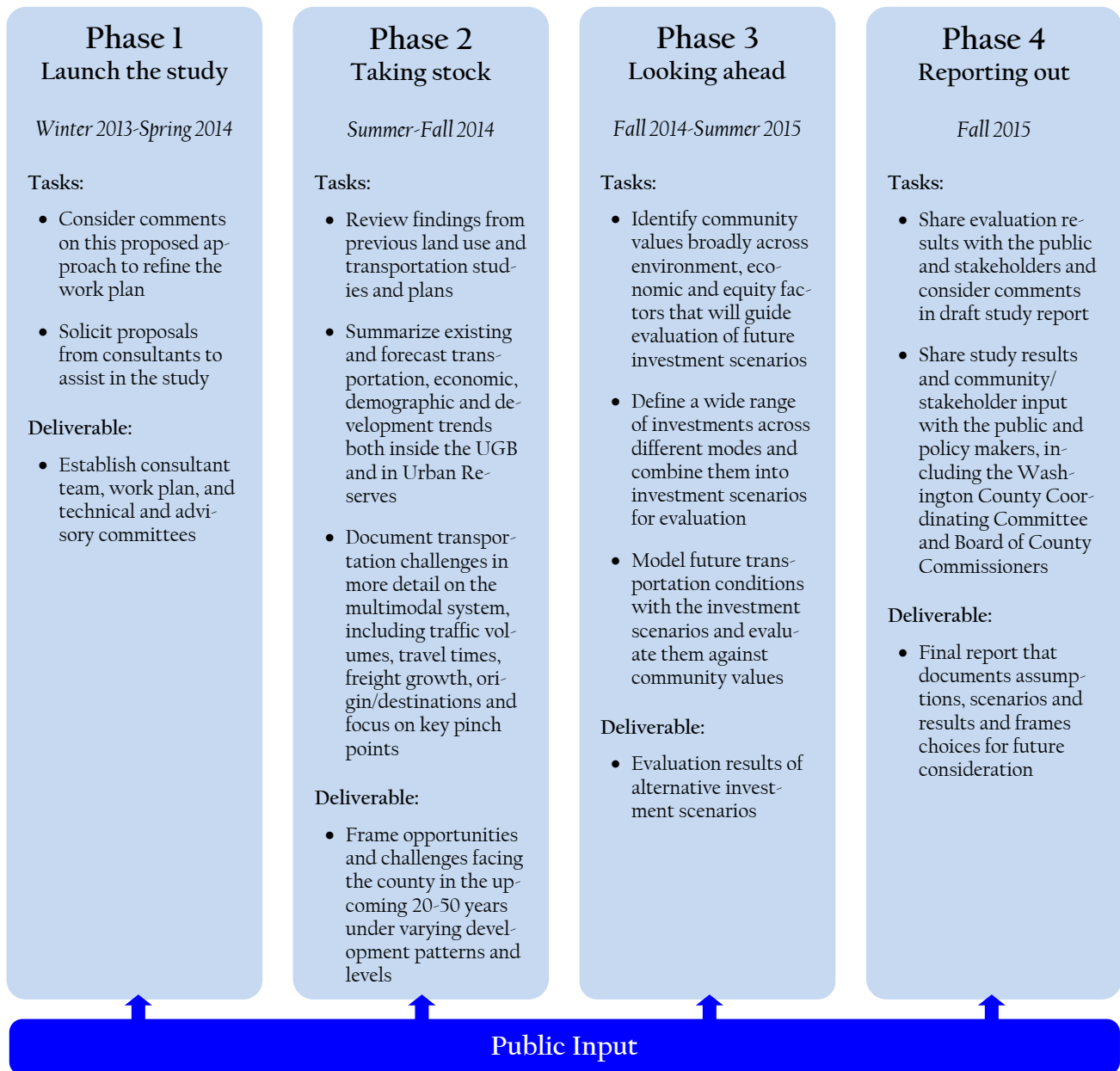
- think big and look far beyond the Transportation System Plan's 20-year horizon;
- study the county's evolving demographic and economic conditions, development trends and travel patterns;
- evaluate pros and cons of alternative transportation investment scenarios; and
- position Washington County for continued success in the future.

The study results will help policy makers understand the opportunities and challenges facing the County and will help inform future decisions about transportation funding needs and priorities.

Draft Study Approach and Timeline

We're currently in the process of updating the county's Transportation System Plan (TSP), which has a 20-year planning horizon. Building on that work, the longer-term **Washington County Transportation Study** will look much further out into the future—allowing us to think even longer-term about our future transportation challenges and opportunities.

Because this is a study and not a plan, the proposed study tasks focus on defining the transportation needs and choices for future decisions—not on selecting a preferred scenario or adopting a plan. The proposed study approach reflects the county's intent to be inclusive and comprehensive throughout the two-year study process. While specific project milestones and public involvement opportunities will be refined as a detailed work plan is finalized, **four basic phases are proposed:**



Study Roles and Responsibilities

Washington County's **Department of Land Use & Transportation (LUT)** will lead this study under the direction of the **Board of County Commissioners (Board)**. The county will hire a **consultant team** through an open contracting process. The **Washington County Coordinating Committee**, 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** will provide technical assistance.

An **engagement process** will be established to ensure that diverse viewpoints are considered and to help project staff define opportunities and challenges facing the county, investment scenarios, and values to be considered. Input will be solicited from among interests including small and large employers, agricultural industry and rural areas, freight and goods movement, transit and active transportation, senior citizens and youth, educational institutions, development industry and the incorporated and unincorporated communities within the county. The proposed approach is to establish a committee to advise staff on these issues. Committee members would represent a broad mix of these interests. Staff will consider comments on this proposed approach to confirm the need for a committee, its charge, and a solicitation process.

Looking back; focused on the future

The Western Bypass/LUTRAQ (Land Use Transportation Air Quality) Study was launched in 1989 to evaluate land use and transportation alternatives for Washington County. It was completed in 1995. While many of its recommendations have been implemented, others have not. Consistent with the preferred scenario from the Western Bypass/LUTRAQ study and the regional growth concept, cities and the county have adopted and implemented plans to support redevelopment and livability in centers, corridors and employment areas that have contributed to reduced vehicle miles per person in the region. We have also implemented a balanced multi-modal transportation approach that involves new capacity, transit investment, bicycle and pedestrian facilities, travel demand management, adaptive signals and other intelligent transportation tools in partnership with the Oregon Department of Transportation, TriMet, the Westside Transportation Alliance, Metro, Tualatin Hills Park and Recreation District, local jurisdictions and the private sector.

Now, 25 years since the last major study was initiated, the Washington County Transportation Study will look back at how the assumptions and projections made then have withstood the test of time. This new study will also take a fresh look at future projections, needs and possible investment scenarios based on what we know today.



Study Elements

Build on solid data, including:

- Economic and demographic trends and their impact on access and mobility needs
- Long term development projections in centers, corridors, employment areas and urban reserves
- Travel demand projections and travel patterns
- Freight and goods movement
- Intersection operations, travel time and reliability for all modes to highlight current and future transportation pinch points

Provide meaningful public and stakeholder engagement:

- Consider public and stakeholder input at appropriate stages of the study
- Include diverse stakeholders representing urban, rural, young, old, businesses, and residents
- Solicit input about challenges, opportunities, scenarios and values to be considered
- Engage existing forums, organizations, agencies and jurisdictions
- Use technology to efficiently and effectively promote public engagement

Develop a mix of transportation investment scenarios that reflect:

- Creativity – this is a chance to think "big" for the long term
- Consider near-term "early implementation" opportunities
- All modes and tools – new road and transit capacity, smart technology to make better use of the existing system, improving access for active transportation (transit, bicycle and pedestrian) and more

Evaluate the scenarios against identified community values and conditions, considering:

- Triple bottom line measures – economy, environment and equity
- Varying long term development patterns and levels
- Pros/cons of investment scenarios for the longer term

Comments or Questions

If you have questions or comments about the proposed study approach for consideration in the development of the study's work plan, please visit www.co.washington.or.us/WCTS or contact the Department of Land Use & Transportation at 503-846-4530 and press zero. **Please submit comments by 5:00 p.m. January 28, 2014.**