



Transportation Futures Study

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Transportation Futures Study

State Legislature awarded Washington County \$1.5 million 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”

- Originally pursued by Hillsboro



Transportation Futures Study

- A **study** – not a plan
- Not limited by funding considerations and state law
- Developed traffic model that considers impacts 40-50 years out, which coincides with the timeframe for the Urban Reserves

Transportation Futures Study

- Looked at three different transportation investment packages
- Solicited public comment to identify which projects to include.
- Results to inform decision makers

No big surprises

- More people + more jobs = *more traffic*
- *More trips* = more delays + more congestion
- More people + more jobs = *more transit demand*

Key findings/priorities

- Improve **arterial capacity**/new connections/access management
- New **roads and highway lanes**
- New **north-south limited-access road**
- **Northern Connector** from Hwy 26 to Hwy 30 with more direct access to PDX and I-5
- **Managed highway lanes** for trucks/transit/carpools
- Increased use of **smart technology** (smart streets for smart cars)

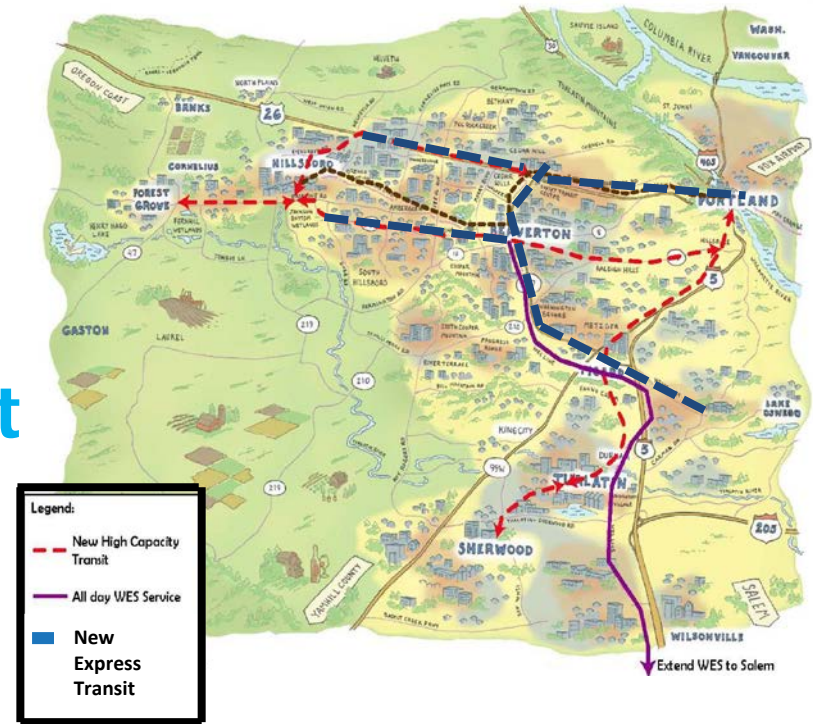


Safety & efficiency increasing *with smart technology*

- Increased efficiency with **smart streets**
- Improved safety, and reliability with **smart cars**
- May increase vehicle miles

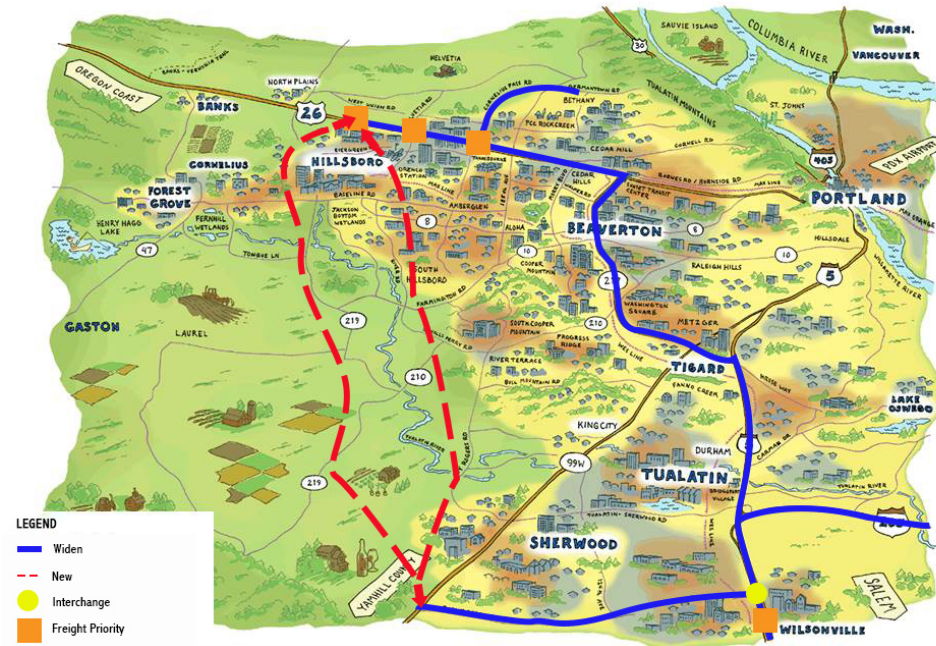
Enhanced transit options

- ✓ Increased **access and mobility**
- ✓ Increased **reliability**
- ✓ Supports **equity, land use and environment**
- ✓ Faster service, more park and rides along Hwy 26, I-5 can **increase ridership 20%**
- ✓ Large investment



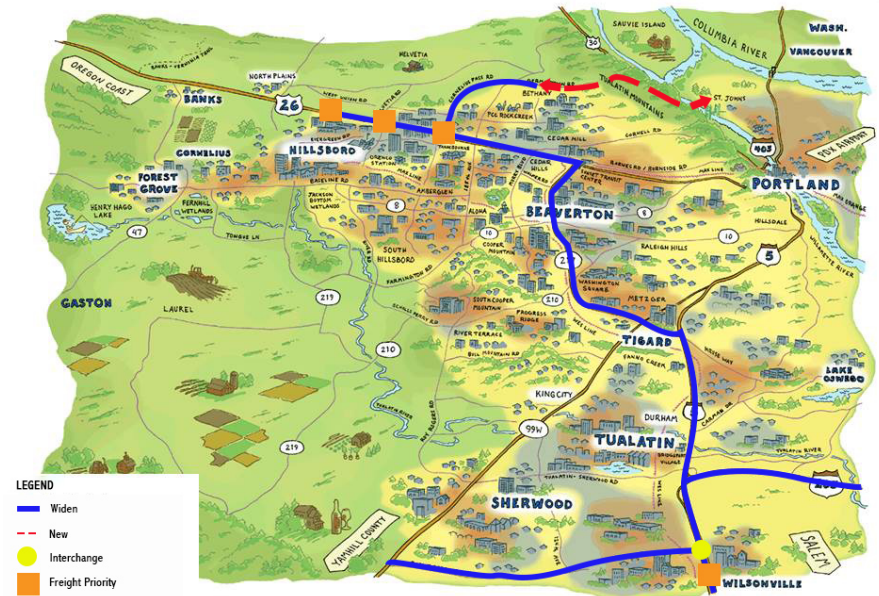
North-south limited-access road

- ✓ Reduce **traffic on TV Hwy** and rural roads
- ✓ Improve travel time between Hillsboro and Clackamas County
- ✗ Impacts rural, community environment
- ✗ Does not address congestion on Hwy 217



New Northern Connector

- ✓ Reduce **traffic adjacent road** by 50%
- ✓ Reduce 60% of truck traffic on Hwy 26
- ✓ Improve **travel time** to PDX and I-5 NB
- ✗ Impact rural, community environment
- ✗ Cost est. \$1.5-\$2.5 billion





Voice of the public

Overall

- People support a **multimodal system**
- Top priority: **Improve traffic flow**

Online Open House (5,319 participants)

- Top priorities: **Transit, new freeway lanes**

Random Sample Survey (400 participants)

- Top priorities: **Roads/highways, transit**

Random sample phone survey

- Support for funding: ^{*}
 - 75% willing to pay **\$100 per year**
 - 48% willing to pay **\$300/year**

^{*} In support of perceived priorities



Valuable resource

- Resource to inform decision makers develop regional, county and local plans and priorities
 - Insight into community values in terms of transportation
- Includes a 50-year traffic model used by cities to identify plans for urban reserves.



Questions?

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