

In 2013 the Oregon State Legislature allocated funding to Washington County for a transportation study that would evaluate the long-term transportation strategies and investments needed to sustain the county's economic health and quality of life. In 2014, Washington County initiated the Transportation Futures Study (the "Study"). This Study will be used to determine the long-term Transportation Planning for our area. After 2 years of "Study," the Washington County Transportation Planning team has now put out a final Public Outreach Survey to obtain feedback on priorities of alternative proposals. Please note, on the last survey, despite 175th Neighborhood Association responses, the bicycling community actually voiced greater need for improvements

PLEASE VOICE YOUR NEED FOR A NEW VEHICLE TRAFFIC ALTERNATIVE TO 175th. This is your one and only opportunity to make a statement for a long time – maybe years! It is VITAL that as many of us vote as possible! Below are the Step-By-Step Instructions for locating and filling out the survey - **no later than 02 December 2016.** Complete the survey for a chance to win a PRIZE worth over \$1000 from the City of Hillsboro.

Below is some helpful information to assist you in your survey responses. This information is also posted on our website, www.save175th.org. Please feel free to "copy and paste" & to refer your friends and neighbors.

SURVEY GUIDE:

- Type in the website URL: www.wctransportationfutures.org/openhouse for full background
- Click on the third circled bullet on that page: [Provide Input on Options to Improve Our Transportation System.](#)

The Survey is Divided into 4 Major Sections. You have 2 options: one is to just hit the NEXT BUTTON and skip the first 3 sections to get to the **Additional Information and Questions** – where you can post your Comments OR you can step through each of the following sections. We prefer that you answer the 4 sections.

- A. Provide Investment Priorities
- B. Funding
- C. Transportation Objectives

D. Additional Information and Questions

The remainder of the survey is very detailed but you may skip around ... you may even select a specific question or just skip to the very end. You can make changes only at the end of the survey during the "Review & Submit"

For speed-reading, here are our recommendations for the first 3 sections (you can read details and background information at the bottom of this message if you'd like further information):

- A. Use the slider to SCORE "7" on Enhanced Transit, Enhanced Arterial Network, New Roadways and New Freeway Lanes. You can certainly make your own choices, but we see these as the optimal means to alleviate traffic off mountain roads.
- B. 175th Neighborhood Association has no specific recommendation for you on Funding other than to ask you to support at least one of the options – or come up with one of your own. "There is no free lunch."
- C. 175th OBJECTIVES have been *Improving neighborhood livability* and *Improving traffic flow and Improving safety for vehicles, pedestrians and bicyclists*, so we recommend that you "drag and drop" these 3 items to the top of the list. Remember, these are Your Pain Points – **What problems do you think are most important to solve?**

D. Additional Information and Questions (this is where you post your comments):

You can step through the entire Survey by clicking on Next Steps for each section. Feel free to fill in the tabs: [Smart Technology](#), [Enhanced Bicycle & Walking Infrastructure](#) and [New Freeway Lanes](#) but we feel that these topics are not specifically germane to the 175th traffic issue so we have made no recommendations on those. We do request that you click on the [Enhanced Transit](#) tab, [Enhanced Arterial Network](#) tab and the [New Roadways](#) tab to the left of the page to fill in specific questions and make comments relative to those topics – see next page for recommended comments.

Below are the survey questions specifically related to vehicle roads and transit. We have only a few strong recommendations – but this is the area of the survey where you may insert your specific comments (see possible comments listed). Where we have not suggested a choice, we have no specific recommendation.

1. Enhanced Transit

Which of the following would you support exploring further to meet the county's increasing transit demand?

Completing planned bus services to provide access with quarter-mile to most households in the urban areas. *(Check one.)*

- 1-Strongly Support 2-Support 3-Oppose 4-Strongly Oppose Unsure

POSSIBLE COMMENTS:

- ❖ Commuter traffic in the north south direction is congesting local roads and destroying neighborhood livability and safety.
- ❖ We need bus expansion to the new High Growth areas since LUT has built bedroom communities compelling residents to drive when there are no nearby buses.

2. Enhanced Arterial Network

What additional arterial improvements would you support exploring further?

- Connect existing arterials with new arterials, such as around Cooper Mountain, to reduce traffic loads on other roads. *(Check one.)*

- 1-Strongly Support 2-Support 3-Oppose 4-Strongly Oppose Unsure

- Reduce traffic speeds and improve amenities for walking and biking on arterials in mixed use centers. ✓ *(Check one.)*

- 1-Strongly Support 2-Support 3-Oppose 4-Strongly Oppose Unsure

POSSIBLE COMMENTS:

- ❖ Starting NOW, transportation capacity must be created to serve new development (change Land Use rules). Transportation MUST be built at the same time as the new buildings, not promised for later.
- ❖ A comprehensive system of express type roadways must be planned now and built soon to deal specifically with north south commuter and freight traffic near the west edge of the Urban Growth Boundary.
- ❖ Reduce rural arterial speeds to 35mph where there are numerous driveways, poor line of sight or other potential safety issues. Safety should trump over driver comfort speeds.
- ❖ Make certain we focus on safe, cost-effective, all-weather roads – not invest in enhancing roads over Cooper Mountain.

3. New Roadways

Which new roadway investments would you support exploring further?

- Build a new limited-access roadway through the existing urban areas with less impact on rural areas between US 26 and I-5. *(Check one.)*

- 1-Strongly Support 2-Support 3-Oppose 4-Strongly Oppose Unsure

POSSIBLE COMMENTS:

- ❖ Alternative North-South routes are needed NOW including new road corridors. People are utilizing every local street to avoid the gridlock on larger roads.
- ❖ New N-S roadway needs to be the EAST-most alternative – the westerly path encroaches on rich farmland and is least beneficial to already-urbanized High Growth Areas. Best if elevated.
- ❖ New alternative routes must be more "express" than today's system with many intersections.
- ❖ Time and fuel are being wasted due to lack of capacity on the existing road system to serve present development.

BACKGROUND INFORMATION – NO ACTION REQUIRED HERE:

Details of 175th Neighborhood Association’s Position regarding package alternatives as discussed in the Staff Report :

There are three Package Alternatives discussed in the 95-page Staff Report

<http://www.wctransportationfutures.org/files/library/wctfs-draft-report-nov-2016.pdf>

Package B is the best alternative to get relief for 175th in our lifetime – here’s a synopsis and some ideas on what you might want to say about it in The Comments Section:

- We believe Package A does not go far enough.
- Package B is, very briefly, “upgrading key arterials” including “Around the Mountain” plus adding mass transit in the High Growth areas for quicker solutions (see attachment Message Maps Figures 5-5 and 5-6). This option has a greater likelihood of actually being implemented in the next generation or two.
- Package C is best for the very long term. It is aimed at a “higher speed Parkway” further to the West – but a little more fuzzy as to the actual location and includes more transit options as well (see attachment Message Maps Figures 5-8 and 5-9).
- **NOTES:** The projected Vehicles per Hour throughput of the “Around Cooper Mountain” is estimated at 4000 vehicles during peak rush hour and the Parkway is estimated at 6000 vehicles per hour. Where the Parkway (especially an elevated one) would seem a better long-term solution, we are concerned about this option since the diagram shown in the Staff Report (see page 52 of the report, Figure 5.8) shows a wide swath and two distinctly different options for the actual location, one of which is so far west of 175th that we are concerned it would not significantly reduce the traffic off 175th. For this reason, our recommendation would be for Package B as the first choice and we must continue to push Transportation Planners to make this happen AS SOON AS POSSIBLE (in our lifetimes!) – but also for Washington County to implement short-term modifications needed to facilitate traffic “Around Cooper Mountain” and onto safer, flatter roads in addition to implementing transit solutions in the High Growth areas as soon as possible. This area is already being urbanized and developed so the issues are here and now. We also recommend not investing in trying to make 175th serve as the major arterial for Sherwood-Beaverton-Hillsboro.

If you want to opt for the **New Roads** as indicated in Package C of the Staff Report, here is some verbiage to assist in your comments in the **New Roads** Section of the survey:

++ I want to support the option being discussed at the Transportation Futures Study that is a limited access Parkway within a new north south corridor serving commuters, trucks and transit vehicles traveling from south County to the jobs in north Hillsboro and Beaverton. It would be a very good solution if done near term to aid in to the massive congestion within urban neighborhoods and in the rural area that we have today – and only if the eastern pathway is selected. The eastern corridor would be mostly within the area that will be urbanized within thirty years.

++ I want to support a new west side interstate freeway corridor similar to I-205 as the long term solution to many of Washington County's and Portland's traffic congestion problems. It would be much less expensive than trying to enlarge any of the west side or Portland freeways and additionally provide much deserved interstate access to Washington County industry and citizens.