

Washington County
Transportation Futures Study
Exploring options • Informing choices

Spring 2015 Online Open House Summary

May 2015

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1. INTRODUCTION

Overview

Washington County is evaluating long-term transportation investments and strategies as part of the Transportation Futures Study. The Study will identify tradeoffs between alternative transportation investments and inform future choices and decisions.

As part of the study, the County conducted a public outreach and comment period in spring 2015. The main purpose of the outreach period was to introduce the public to the study, solicit input on a set of [draft community values](#), and present and solicit feedback on the [Taking Stock report](#).

This report summarizes the outreach conducted and public feedback received.

Online Open House Format and Participation

The online open house was available from April 24 to May 15. It can be viewed at: www.wctransportationfutures.org/openhouse (commenting features are now disabled). The online open house was also available in Spanish.

Approximately 1,100 people visited the online open house, and 312 members of the public submitted responses to the online open house questions. Additionally, targeted outreach was conducted to solicit Spanish-language feedback; eleven surveys were submitted in Spanish.

Open House Stations

The open house included four “stations” that provided information about the study and invited participants to provide feedback on specific questions:

1. **Study Overview** – This station provided background information about the study purpose, process, and public engagement program.
2. **Community Values** – This station included information about how the draft community values were developed, and listed the ten values. Participants were asked to rate the importance of values and provide additional comments.
3. **What We Know** – This station outlined key findings from the Study team’s review of existing community and transportation plans and studies to understand how the County has changed, and where we’re headed in the future. It linked to the Taking Stock report and asked for feedback about meeting transportation needs in the future.
4. **Next Steps** – This station explained the next steps in the study process and ways to stay involved. It also asked for any other comments and provided optional demographic questions.



2. NOTIFICATION AND OUTREACH

The Study team developed an outreach campaign to publicize and invite the public to participate in the Washington County Transportation Futures Study first online open house, and to generally increase knowledge about the study. The campaign included the following forms of outreach:

- **Emails** – A series of emails were sent to the stakeholder database to invite members of the public, stakeholders and agency partners to participate in the online open house.
- **Website announcements** – The Study website and Washington County website prominently announced the online open house and invited people to participate.
- **Media releases and meetings with reporters** – The study team sent several press releases to area media sources. Washington County also arranged meetings with reporters at the Oregonian and Portland Tribune to explain the Study and purpose of the online open house.
- **Earned Media** – Various news organizations covered the Study during the online open house period, including OregonLive.com and the Oregonian, KOIN Channel 6, and the Beaverton Valley Times.
- **Newspaper and Online Advertising** – The Study team placed retail display ads in the following newspapers before and during the online open house period:
 - OregonLive.com (online advertising)
 - Forest Grove Leader
 - Hillsboro Argus
 - Beaverton Leader
 - Tigard-Tualatin Times
 - Beaverton Valley Times
 - Hillsboro Tribune
 - Forest Grove News Times
- **Community Newspapers and Newsletters** – The Study team reached out to cities, chambers of commerce and community organizations throughout the study area to collaborate on outreach for the online open house. As a result of this outreach, many cities, agencies and organizations included information about the open houses in their newsletters and online calendars. These include: Westside Economic Alliance newsletter, Washington County Solid Waste and Recycling print and e-newsletter, Washington County Citizen Participation Organization program email, Bicycle Transportation Alliance email, City of Tigard newsletter, Westside Transportation Alliance Facebook announcement, City of Tualatin Facebook announcement, Tigard City Center Advisory Commission announcement, and Neighbors West-Northwest announcement.
- **Tualatin Valley Community Television** – County staff used TVCTV to invite the public to the online open house by running Bulletin Board notifications and the Study overview video.
- **Twitter** – Washington County staff used the WC-Roads and Washington County twitter feeds to tweet about the project.
- **Spanish-Language Community Events** – The study team announced the online open house at several community events to encourage participation in the Spanish language version of the



online open house, including the April 18 Cornelius Spanish-language Town Hall and Centro Cultural’s April 25 Children’s Day event. Spanish-language paper copies of the online survey were also available at these events. At the Children’s Day event, Spanish-speaking Study team staff invited children to participate in a fun exercise to “vote” for their most important values.

- **Spanish language radio** – The study team translated an online open house announcement into Spanish, which ran as a Public Service Announcement on the following Spanish-language radio stations: La Gran D 93.5 FM/1150 AM, El Rey 93.1 FM, and La Zeta 94.5.

3. COMMENTS SUMMARY: COMMUNITY VALUES INPUT

Background: How Community Values Were Developed

The Transportation Futures Study team reviewed dozens of community plans, visioning documents, and local transportation plans, the most recent of which was the Washington County Transportation System Plan, as a starting place to determine Washington County community values for land use and transportation. The study team distilled these into a list of ten draft community values.

The study team then invited the public to review and comment on the values, in order to confirm that the research paints an accurate picture of what area residents and travelers value. Input was provided by the Study Advisory Committee, key stakeholders, representatives of historically underrepresented communities, as well as input from the general public through an online open house. The team then updated some of the values statements to incorporate input received.

This section summarizes feedback received on online open house questions about community values. Overall, the comment responses confirmed that the draft set of values is representative of what people find important.

1. Community Values Rating: How important is each value to you?

The online open house asked participants to rate the importance of each of the ten draft community values (1=less important, 5=most important). 300 people provided ratings. They gave the highest ratings to **safety** and **connectivity**, followed by **environmental sustainability** and **efficiency/transportation options**. They rated economic vitality and geographic equity as values of somewhat lower importance.

| Values | Average Rating |
|--|----------------|
| CONNECTIVITY - I value a transportation system that provides easy access to destinations essential for daily needs, goods, services and activities. | 4.4 |
| EFFICIENCY - I value a transportation system that promotes efficient and reliable movement of people, goods, and services. | 4.1 |



| | |
|---|-----|
| TRANSPORTATION OPTIONS - I value a transportation system that encourages viable transportation options, including private automobiles, transit, bicycling, and walking. | 4.1 |
| GEOGRAPHIC EQUITY - I value a transportation system that promotes community design that reflects the unique needs and desires of urban, rural, and suburban communities, including compact, multi-modal, and vibrant communities in urban areas. | 3.5 |
| SOCIAL EQUITY - I value a transportation system that ensures that all people benefit from transportation investments, and that no group or neighborhood bears an unfair share of the negative impacts. | 3.8 |
| ENVIRONMENTAL SUSTAINABILITY - I value a transportation system that protects air, climate, water, open space and other natural resources from the impacts of growth and transportation. | 4.2 |
| STRATEGIC INVESTMENT - I value a transportation system that uses public funds wisely and protects investments by maintaining the current transportation system and using technology to improve efficiency. | 3.9 |
| ECONOMIC VITALITY - I value a transportation system that supports job growth and strong urban and rural economies. | 3.5 |
| SAFETY - I value a transportation system that ensures that all travelers get to their destinations safely. | 4.5 |
| HEALTH - I value a transportation system that encourages citizens to become more active and healthy by providing alternative transportation modes. | 3.8 |

2. Comments on Values

The online open house asked members of the public to provide additional comments about each value. This section summarizes key themes heard for each value.

a) **CONNECTIVITY** – Average Rating: 4.4 – 292 people gave a rating to this value

Original value statement: I value a transportation system that provides easy access to destinations essential for daily needs, goods, services and activities.

Summary of Public Comments:

Overall Summary: Open house participants primarily stated that it is important to maintain connectivity across multiple modes of transportation. Participants felt that connectivity was essential and being able to safely access destinations for daily needs was important. There was a strong response for the ability to access destinations without using a car and a need for better connectivity and routes for people who would prefer to walk or bike to their destinations. In addition, participants mentioned the need for more public transit, while a few participants felt it was not a good use of funds.

Common themes from comments: (from 153 online open house comments, with top themes listed first)

- It is important to maintain connectivity across **multiple travel modes**.
- Being able to **easily access destinations** essential for daily needs, goods, services and activities in an effective, timely and safe manner.



- **Connectivity for all modes is essential.**
- The ability to get where you want to go **without having to use a car.**
- Connectivity contributes to the **quality of life**, commerce, and livability in the county.
- It is important to have a public mass transit system to **provide connectivity with all parts** of the county.
- **Maintain stronger links** between employment and residential centers and continue to support safe routes to school.
- **Completing gaps** in sidewalk, bicycle and roadways is important connectivity.
- **More bus service**, many more bike routes and walking improvements.
- Without **good connectivity**, the quality of life, environment and economy suffer.
- Due to **failed connectivity**, drivers are **avoiding urban areas** and **using residential street.**
- Spend less money spent on transportation like WES.
- **Safe routes** from place to place by **bicycle** are extremely **important.**
- The **county does not seem to value connectivity.**
- A **proactive** approach to **zoning** would have a huge impact on **transportation**
- **Safety** is more **important** and must not be forsaken just for better connectivity
- **More North/South connections** are needed.
- A need for Sat./Sun. transit at all transit centers - reduced hours, but at least a few options on weekends

b) EFFICIENCY – Average Rating: 4.1 – 226 people gave a rating to this value

Original value statement: I value a transportation system that promotes efficient and reliable movement of people, goods, and services.

Summary of Comments:

Overall Summary: Online open house participants stated that they value a transportation system that promotes efficient and reliable movement of people, goods, and services in a safe manner. A small majority of participants felt that reliability was more important than efficiency and more alternative options should be used to reduce traffic. Multimodal transportation options including bikes, walking and public transit were considered efficient by some participants. A small number of people commented that adding highways and bigger roads was not efficient while a similar amount of people commented for the need to add bigger and improved roads in order to promote efficiency.

Common themes from comments: *(from 76 online open house comments, with top themes listed first)*

- **Efficient movement** of people saves all of us time and money.
- **Reliable** is much more important than efficient or speed.
- **Public transport** should play a **larger role** than it does.
- A transportation system that uses our **natural resources** efficiently.
- **Multimodal** is more **efficient** including bikes, ped, and transit.
- New, bigger and **improved roads.**



- **Prioritize** making **alternative transportation** efficient.
Need to be able to get from here to there in a **timely manner**.
- More **options** that **reduce** traffic.
- Need a bus/light rail system that is **efficient**.
- Public transit should be **reliable** and **on time** to attract more riders.
- **Safety** first. Without it, efficiency and reliability are moot points.
- **Bigger roads** or adding highway is **not efficient**.

c) TRANSPORTATION OPTIONS – Average Rating: 4.1 – 236 people gave a rating to this value

Original value statement: I value a transportation system that encourages viable transportation options, including private automobiles transit, bicycling, and walking.

Summary of Comments:

Overall Summary: Online open house participants had very strong opinions on the need for other transportation modes such as biking and walking. Most felt that in order to facilitate other transportation modes, the reduction of single occupancy vehicle use and decreasing personal automobile use would be essential. Additionally, people commented on the need for more safe transportation alternatives and more parking at transit centers. A small number of participants commented on the need for better transit for seniors and the need for public transportation to cover an expanded area.

Common themes from comments: (from 103 online open house comments, with top themes listed first)

- **Emphasize** other **transportation modes**.
- More **safe** transportation **alternatives**.
- **Decrease** personal **auto** use.
- **Reducing** single occupancy motor vehicle use.
- Public transportation needs **expanded**. Too many areas are **not covered**.
- More **parking** at **transit centers**.
- We need more focus on bicycling **safety**: bike lanes, visibility on roadways, separation from auto traffic, etc.
- **Maintain** transportation system as a whole for **all modes**.
- **Better** transit for **seniors**.

d) GEOGRAPHIC EQUITY – Average Rating: 3.5 – 227 people gave a rating to this value

Original value statement: I value a transportation system that promotes community design that reflects the unique needs and desires of urban, rural, and suburban communities, including compact, multi-modal, and vibrant communities in urban areas.

Summary of comments



Overall Summary: Open house participants struggled with this value more than any other. Several people commented that they did not understand what geographic equity meant or they were confused by the questions. For those that did understand the questions and meaning of the term, they commented for the need of a transportation system with multi-modal options. People also wanted better connections to other areas within the county and to other communities. A few people commented that more density would be desired if it would not affect the values of single family homes. Additionally, there were several comments related to balancing the needs of urban and rural residents without contributing to or creating sprawl. SAC members noted that a transportation system should *support* a community's preferred design and local needs, and suggested removing the reference to compact urban communities. An SAC member also noted that the system should not *promote* inefficient sprawl.

Common themes from comments: *(from 83 online open house comments, with top themes listed first)*

- Not sure what this means.
- A transportation system with **multi-modal options**.
- No sprawl to the surrounding **agricultural** and **natural areas**.
- Ensuring that people can get **to and from locations**.
- Creating more **safe** and separate **routes** for people to **walk** and **bike**.
- Design the system to meet the needs of **urban and rural residents**.
- Connections to the wider **region**.
- The ability to be **mobile**.
- Continue to ensure that major transit systems **go to major centers**.
- Develop light rail in **other areas** of the county.
- The need for **interconnected transit** between **different communities** in the county.
- **More density** without affecting single family home values
- Look at the **metropolitan area** as a whole and **asses** how Washington County can **address** the area's **deficiencies** within the county's borders.

e) **SOCIAL EQUITY** – Average Rating: 3.8 – 225 people gave a rating to this value

Original value statement: I value a transportation system that ensures equitable benefits from transportation investments wherein groups and neighborhoods have a fair share and there is no discernible disproportionate impact on any one group

Summary of Comments

Overall Summary: Overall, online open house participants felt that everyone should have affordable and safe transportation options, especially lower income residents who historically have not been well served by the transportation system. A small majority of people commented that all users should pay their fair share of using the roadways while others commented that some people will always bear an unfair share or be subject to negative impacts as a result of inequalities. Comments also mentioned that a good transportation system would facilitate social equity and supporting this could enhance the health of residents. SAC members highlighted the danger of confusing “equity” with “equality” and were



concerned that using the term “fair share” might lean towards an expectation for equality (i.e., equal spending). They wanted the value to focus on meeting transportation needs.

Common themes from comments: *(from 91 online open house comments, with top themes listed first)*

- **Sharing** the **unfair burden** is important.
- **Everyone** should have **access** to affordable, safe, efficient transport options.
- Walking, biking, carpooling, transit should be **open to all** including elderly, handicap, poor people, etc.
- **Accommodate** the **needs** of those that **need public transit** more than others.
- Some people will always bear an **unfair share** of the **negative impacts**.
- **Equal** access is important.
- **Automobile** owners **pay** for all the **benefits** that others enjoy.
- **All users** should pay for their **fair share** of the **roadways** they use.
- **Excellent transportation** will facilitate **social equity**.
- Supporting **equity** in transportation should also advance the **health** of citizens.
- **Less affluent** populations in **Washington County** are poorly served by **public transit**.

f) ENVIRONMENTAL SUSTAINABILITY – Average Rating: 4.2 – 238 people gave a rating to this value

Original value statement: I value a transportation system that protects air, climate, water, open space and other natural resources from the impacts of growth and transportation.

Summary of Comments

Overall Summary: Overall, most open house participants commented that this was very important to them and felt that most pollution was the result of transportation and called for a reduction through the use of alternative technologies. In addition, most participants commented that moving towards zero emissions by switching to green forms of energy and using fewer fossil fuels would protect the environment. Some noted that adding more emphasis on biking and walking would contribute to fewer emissions and minimize environmental impacts. A few people commented on the importance of making transportation decisions that would protect wildlife and habitats. Some SAC comments noted that this value may be redundant with others (connectivity and efficiency).

Common themes from comments: *(from 83 online open house comments, with top themes listed first)*

- **Reduce** pollutions caused by transportation.
- Biking and walking = **zero emissions**.
- Switch to **more green** form of energy and **alternative technologies**.
- More **emphasis** on **walkable** neighborhoods and **safe** bike routes.
- **Stop** encouraging people to move here.
- Align with Metro's **Climate Smart** strategies.
- **Minimize** the **negative effects** on the environment.
- **Environmental sustainability** plays a huge role in advancing the **health** of citizens.



- More **public vehicles** and transportation that does not use **fossil fuels**.
- **Environmental sustainability** is the most crucial aspect of **transportation**.
- **Improve** infrastructure to encourage biking.
- **Protect wildlife** and habitats from **transportation pollutants**.

g) STRATEGIC INVESTMENT – Average Rating: 3.9 – 231 people gave a rating to this value

Original value statement: I value a transportation system that uses public funds wisely and protects investments by maintaining the current transportation system and using technology to improve efficiency.

Common themes from comments: (from 96 online open house comments, with top themes listed first)

- Wise use of funds is a **top priority**.
- People had different perspectives on the benefit of **maintaining the current system versus building new or expanding roads**. Some said to focus on maintaining the current system before building new infrastructure, since it is more cost effective and less destructive to communities. Some said we need to balance maintaining the current system and building new infrastructure; some new roads and infrastructure are needed. Other said it does not make sense to maintain a transportation system that doesn't work (i.e., current system has too much traffic, is unsafe, and not modally equitable).
- **Investment in technology** is a top priority. It is a cost-effective way to improve transportation. Some comments supported certain types of technology, like gathering traffic/commuting data, and invest in projects accordingly; driverless cars; technology to reduce SOV travel; smart traffic signals. Three said that technology alone will not be enough to fix transportation problems.
- **Looking far out into the future** is important to avoid going back and fixing short-sighted projects. More investment in **purchasing transportation right of way for the future** is needed, so that we can widen roads and put in infrastructure as we grow.
- Some comments supported funding for certain types of projects—based on modes. Some opposed investment in light rail because it only benefits the very few, some supported more investment in alternative modes of travel, and others supported projects that would improve vehicular traffic.
- Need **more funding** for transportation projects.
- Construction of road projects seems to **cost too much**.
- Should include targeted investments for **transit**.
- Think about the **full cost of a project**—impacts to health, climate change, etc., not just construction cost.

h) ECONOMIC VITALITY – Average Rating: 3.5 – 229 people gave a rating to this value



Original value statement: I value a transportation system that supports job growth and strong urban and rural economies.

Common themes from comments: *(from 84 online open house comments, with top themes listed first)*

- Focus on the **needs of current travelers/residents** as a priority, rather than encouraging more growth at the expense of those who currently work/commute and need travel improvements. We don't have the infrastructure to meet current needs—how are we going to handle more growth?
- Don't use economic development as an excuse to expand roads. Economic vitality must support **community livability and environmental goals**.
- Support for **alternative transportation investment**, especially transit. This will improve economic vitality and livability, especially for younger generations.
- Focus on improvements for **driving commuters**.
- Don't do this to the exclusion of other values. Support for job growth that also **supports environment, equity and health goals**. The *type* of job growth is important.
- Economic vitality is an **indirect result** of creating an efficient transportation system (“connectivity” and “transportation options”).
- This is a **top priority**.
- Support for transportation improvements that will increase job growth/**bring more major employers** to Washington County.
- Putting **jobs near homes and in walkable communities** will support economic development and reduce commuting time. This includes affordable homes near jobs.
- Support rural economies by **keeping excess traffic out of rural areas**.
- Need a transportation system that facilitates **efficient movement for goods and services**.
- It is not the job of the transportation system to improve the economy.
- **Smart land use planning** is also needed to promote economic vitality.
- Developers should pay for costs of growth. There is already **too much growth**.

i) **SAFETY** – Average Rating: 4.5 – 233 people gave a rating to this value

Original value statement: I value a transportation system that ensures that all travelers get to their destinations safely.

Common themes from comments: *(from 87 online open house comments, with top themes listed first)*

- **Biker and walker safety** should be the high priority. Need safer facilities and access for walkers and bikers (sidewalks, crosswalks, bike lanes). Some noted the need for safety for “vulnerable users” (cyclists, walkers, disabled persons, elderly, etc.)
- Safety is an important/**top priority**.
- Safety should be prioritized over **speed of travel**.



- Need to separate bicycle/pedestrian traffic from vehicles for safety.
- Need **safer public transportation** (i.e., reduced crime).
- Focus on **safety for vehicles** by adding more roadways (less congestion is safer).
- Support for **Vision Zero**.
- Must be balanced with other values, like efficiency of travel.
- Need more **traffic enforcement**.
- Need safety **education** for cyclist and pedestrians and drivers.
- Safety depends on the travelers. **Distracted drivers** are a big safety issue.
- **Rural roads** have high fatality levels that need to be addressed.
- The *feeling or perception of safety* is also important.

j) HEALTH – Average Rating: 3.8 – 227 people gave a rating to this value

Original value statement: I value a transportation system that encourages citizens to become more active and healthy by providing alternative transportation modes.

Common themes from comments: (from 100 online open house comments, with top themes listed first)

- Individuals should be able to **freely choose their mode of travel**, rather than the government being responsible for health/activity. It is not the job of the transportation system to promote health.
- **Safety** is the most important thing. We need safe walking and bicycling access. This includes safe access in rural areas, separated bike routes, safe routes to school
- The term “**active transportation**” should be used in place of “alternative transportation” (to shift from the car-centric perspective).
- Include health effect of **breathing vehicle exhaust and air pollution** caused by vehicles.
- Health should be **top priority**. Need to link active transportation and healthy communities.
- Need **sidewalks and bike lanes that are separated from vehicles**, to reduce breathing in vehicle exhaust.
- The primary goal should be to move **vehicle traffic efficiently**. Don’t use this value as a proxy for reducing auto improvement projects.
- Support **more sidewalks and bike lanes**/non-vehicle options.
- Biking and walking options need to feel **safe and pleasant** in order people to switch from driving.
- Transportation by itself won’t get us to this goal. Need land use plans that allow people to **live close to work**.
- **Balanced investment** should be the priority. Invest in modes proportionally to how many people use that mode.
- Investment in alternative transportation modes should be **primary or equivalent to investment** in vehicle modes.



- Keep in mind that the elderly and disabled often must drive to travel—they **cannot use “active” modes**.
- A **better road/freeway system** does promote health because better vehicle flow means less fuel use and less health effect from idling traffic exhaust.
- Enhancing health should be a **top priority**.
- **Vehicular noise** negatively impacts health.
- Not sure how the County can meet this goal.
- This value is redundant to “safety.”
- Offer **incentives** to use alternative transportation modes.
- **Reducing healthcare costs** is important. Alternative transportation reduces healthcare costs.
- Important goal, but not at the expense of economic and environmental values.

3. Are there any additional values that should be considered?

108 online open house participants provided a response to this question. Most comments were in support of particular values, expressed needs already included in the values, or advocated for particular types of transportation modes. Some provided ideas for values that are not already integrated into the ten draft values.

Additional ideas for values include:

- Privacy and safety to **reduce crime**.
- **Coordinating** with Metro and other counties to address regional transportation and growth.
- Support **families and children** basic needs
- Support for millennials’ desire to **share resources** (not buying cars)
- Creating **self-sufficient town centers** (urban and rural) to reduce the need to travel a lot
- Maintaining a **low cost of living** and affordability of living in Washington County
- **Education** to encourage cultural shift in transportation
- **Neighborhood integrity** and protection of home values
- **Community livability** and quality of life is important
- Value of **time** (i.e., less time in traffic)
- **Fair funding** burden: those who benefit the most should pay the most
- Finding **adequate sources of funding** for transportation needs
- Need to address the **cost-benefit** of any transportation projects



4. Do you have any other comments on community values?

105 people provided additional comments on community values. Below is a summary of their responses. Comments are listed in order of frequency, with the most frequent comments listed first.

- There should be an **increase number of bike lanes**.
- **Promote active transportation** such as walking and bicycling.
- Increase **safety for bicyclists** by improving bike lanes, increasing awareness, and offering alternative routes.
- **Discourage automobile** use.
- **Improve system for pedestrians** by increasing number of sidewalks, providing more crosswalks, providing safer sidewalks, and building walkable neighborhoods.
- Improve **safety of neighborhoods** by discouraging thru traffic and providing sidewalks & crosswalks.
- **Plan for motorized vehicles**. There is a necessity to plan for alternative forms of travel, but with regards to the fact that the majority of Washington County still relies on personal vehicles.
- Design a more efficient, sustainable and accessible **public transportation** system.
- **Extend light rail hours** and accessibility.
- Promote a **healthy** community.
- Decrease **traffic**.
- Decrease **carbon emissions**.
- Design the transportation system based on **where people are coming** to Washington County from and where residents of Washington County are going.
- Provide more **shared open spaces**.
- Improve roads for **all types of transportation**.
- **Bicycle street use fee**:
 - There should not be street use fee for bicyclists because bikes do not damage the road as much as vehicles with weight; and many bicyclists own a car and pay for the roads.
 - There should be a street use fee for bicyclists because: they are still using the roads, and much of the new road infrastructure is geared towards bicycling.
- **Promote denser development**. Increase compact commercial zoning and development. Increase multifamily housing.
- Reduce **noise pollution**.
- Discourage development of **multifamily housing**.
- Provide a viable **alternative to Hwy 217**.
- Design a transportation system based on **people**, not on vehicles.
- **Prevent new MAX lines**. MAX does not represent the values of the community, is not the preferred mode of public transportation, and is too expensive.
- Create a **street use fee for electric and hybrid cars** that get high mileage and therefore do not adequately contribute to infrastructure funding.

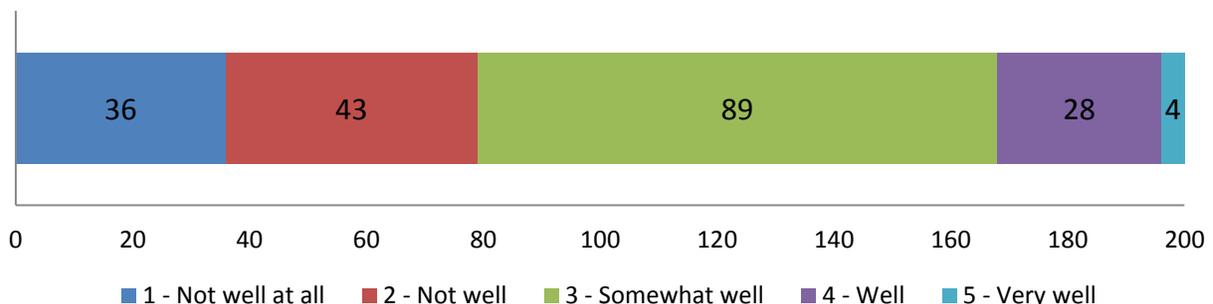


- Require **land use developers** to adhere to community values.
- Promote **business incentives** for companies in Washington County to hire local employees.
- Don't provide bike paths instead of **bike lanes**, bike paths do not allow for direct access to a broad range of locations.
- Ensure that **public transportation** such as buses and MAX are **safe** at all hours to encourage more riders.
- Issue a **“pay as you go” drive tax** for vehicles to discourage personal vehicle transportation and better majority of road users.
- Provide **education** for youth and general public about benefits of sustainable transportation.
- Issue a **weight tax** for vehicles.
- **Protect undeveloped land.**
 - Decrease **cost of living.**
- Promote **rideshare** and other options to single person trips.
- Push for **restrictions for tech companies** based on road use and parking.
- **Enforcement** – ensure that new infrastructure requirements are enforced and fostered after their development.
- Ensure that infrastructure design is geared toward those who are **most vulnerable** and at risk (bicyclists, pedestrians, disabled), protecting their rights and safety.
- Design infrastructure for **motorized vehicles** in order to increase usage and to discourage bicyclists, pedestrians, etc. from putting themselves in harm's way.
- **Allow congestion and traffic** to encourage alternative modes of transportation.

5. How Well Are We Meeting These Values?

The online open house asked members of the public how well we are meeting the listed community values. 200 people answered this question, and gave an average rating of 2.6 on a 1-5 scale.

The chart below shows the distribution of ratings:



Some people provided explanations of their rankings, as listed below. Comments are listed in order of frequency under each rating category, with the most frequent comments listed first.



Comments from people that gave a “5” rating (very well):

- While several people gave a “5” rating, none of them provided an explanation for their rating.

Comments from people that gave a “4” rating (well):

- Public transportation should be improved in regards to accessibility, connectivity, safety, and frequency.
- Improvements have been forward thinking and have sufficiently attempted to meet the growing needs of the population.
- Need more bike lanes/paths.
- Road system is inadequately serving the community.
- Need to maintain and upgrade current facilities and infrastructure.
- Need to continue active transportation planning.
- Should be encouraging alternative modes of transportation.
- Continue to prepare for the growing population.
- Need to educate drivers about safety involving bicyclists, pedestrians, etc.
- There have been improvements regarding public transportation.
- Pleased with the appointment of the active transportation coordinator.
- Need more separation of projects.
- Need more safety for bicyclists.
- Congestion should be seen as a natural effect of a vibrant, growing community, and used as a tool to discourage single-occupancy vehicles.
- Need better connectivity for active transportation.

Comments from people that gave a “3” rating (somewhat well):

- Public transportation (bus, MAX, etc.) should be improved and increased.
- There needs to be more bike lanes and paths.
- Continue active transportation planning.
- Promote development of more walkable communities.
- Inadequacy of road systems to support the population.
- Alternative modes of transportation need to be safer.
- Infrastructure does not adequately support pedestrians.
- Reliability issues surround alternative forms of travel.
- Too much focus on developing the system for single-occupancy vehicles.
- Need to maintain and upgrade existing facilities and infrastructure.
- Need requirements on new housing development that ensure easy access to public transportation.
- Needs to be more connectivity between bike paths/lanes.
- Need for a commitment to resolving issues surrounding social equity.



- Public transit needs to better connect to both places within Washington County, as well as between the different counties.
- Congestion going north and south on Hwy 217 and US 26 needs to be addressed.
- Air pollution needs to be a priority.
- Need for connectivity between housing and industry.
- Better enforcement of traffic laws for vehicles to ensure safety and promote alternative modes of travel.
- Reduction of noise pollution.
- Insufficient coordination with other counties to address growth.
- Too much focus on alternative forms of transportation.

Comments from people that gave a “2” rating (not well):

- Increase safety for alternative modes of transportation.
- Continue and increase public and active transportation planning.
- Road system is not adequately serving the growing population.
- Should be promoting more alternative modes of transportation.
- Bicycle infrastructure is not adequate or safe.
- Mass transit needs improvements.
- Congestion going north and south on Hwy 217 and US 26 needs to be addressed.
- Need to educate drivers about safety involving bicyclists, pedestrians, etc.
- Public transportation needs to provide easier accessibility to more places within Washington County.
- Streets should not be widened.
- Need more sidewalks.
- Too much housing development without addressing connectivity and access to public transportation.
- Too much focus on cyclists and pedestrian travel.
- Need to address congestion and parking issues created by tech companies.
- Desire for bikes to be separated from roadway.

Comments from people that gave a “1” rating (not well at all):

- Road system is not adequately serving the growing population.
- Should be promoting more alternative modes of transportation.
- Bicycle infrastructure is not adequate or safe.
- Need more bike lanes/paths.
- Need more sidewalks.
- Not safe enough to use alternative modes of transportation.
- Public transit needs to better connect to both places within Washington County, as well as between the different counties.
- Washington County has not followed Oregon Statute 366.514.



- Public transportation is not adequately serving the community.
- Need to stop allocating funds to projects that promote single-occupancy vehicles.
- Promote walkable communities.
- Allowing too much suburban development without requiring infrastructure to support the influx.
- Increase open spaces and parks.
- Too much focus on public and active transportation.



4. COMMENTS SUMMARY: TAKING STOCK FEEDBACK

The online open house presented key findings from a review of existing community and transportation plans and studies to understand how the County has changed and where we're headed in the future. Participants were asked to read this information and provide a response to the question: **As you think about how our transportation needs have changed over the past few decades, what are your ideas for meeting future transportation needs several decades from now?**

96 people provided a response to this question. Below is a summary of their responses. Comments are listed in order of frequency, with the most frequent comments listed first.

- There is a need for more **transit options**. This includes developing a better connected system – not one focused just on downtown Portland; extending MAX into other areas; and increased bus routes and express service
- There is a need for more **road capacity**. People suggested adding more lanes to existing freeways and highways, building a West Side Bypass, creating better north/south connections, and building a limited access corridor and restricted access arterials.
- **Reduce travel** through communities that **integrate where we work, shop, and play**.
- Provide an **integrated system of safe walking and bike routes**.
- **Create disincentives to driving**, such as a significant increase to the gas tax
- **Control growth** until transportation needs can be met.
- Focus on **reducing commutes to work**. Suggestions include creating regional business hubs, incentivized telecommuting, and staggered work shifts.
- Require **business to pay their fair share of growth and transportation costs**.
- **Automobile alternatives** will likely increase – including expanded car sharing and using autonomous cars.



5. COMMENTS SUMMARY: OTHER COMMENTS

The online open house asked participants to provide any additional comments.

72 people provided a response. Common themes, from most to least frequent, include:

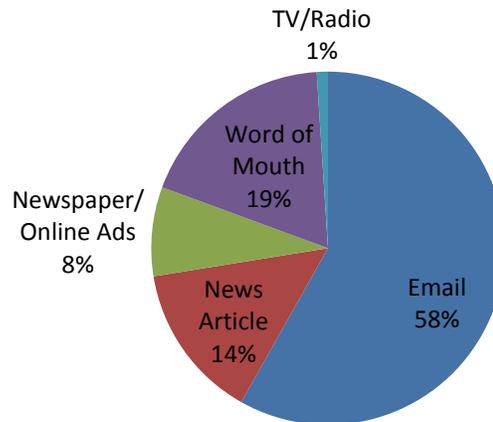
- Connect bike and walking paths through neighborhoods and parks to encourage more healthy lifestyles.
- Create a better system for bicyclists and pedestrians.
- Would like to see more exploration in developing a freeway system on the west side.
- Would like to see better commuting options for getting around within Washington County.
- Need a better, more reliable public transit system in Washington County.
- Improve connectivity for roads to support motorized vehicle transportation.
- Make focus on livable, people-centered streets.
- Make sustainability a high priority.
- Remember that the majority of Washington County relies on personal vehicles and you should design the system with that in mind.
- Educate people on the benefits of alternative transportation and the issues with SOV transportation.
- Would like Washington County to make efforts to improve safety at intersections.
- Would like this to be a chance to rebuild bridges to protect urban streams.
- Find a balance between compact urban development and preserving rural areas.
- Need better coordination between cities, counties and agencies.
- Build for the growing population, not the population we have now.
- Put signs up on the roads that need the most work about the survey to better gather public opinion.
- Bicyclists do not wear down roads the way cars do, and many cyclists own and pay for a car as well.
- Land developers should be paying the transportation costs because they benefit most from the growth.
- In favor of high speed rail over more buses.
- Confused with the layout of the survey and the website and had difficulties maneuvering the survey.
- Did not feel the questions were well thought out.
- Would like to see better maintenance of roads and foliage around roads.
- Would like to see better shoulders on roads.
- Keep decision-making a public process and all decisions in the public eye.



6. COMMENTS SUMMARY: DEMOGRAPHIC QUESTIONS

1) How did you hear about this online open house?

How did you hear about this online open house?



Most people heard about the online open house via email, and many heard about it through a news article or by word of mouth.

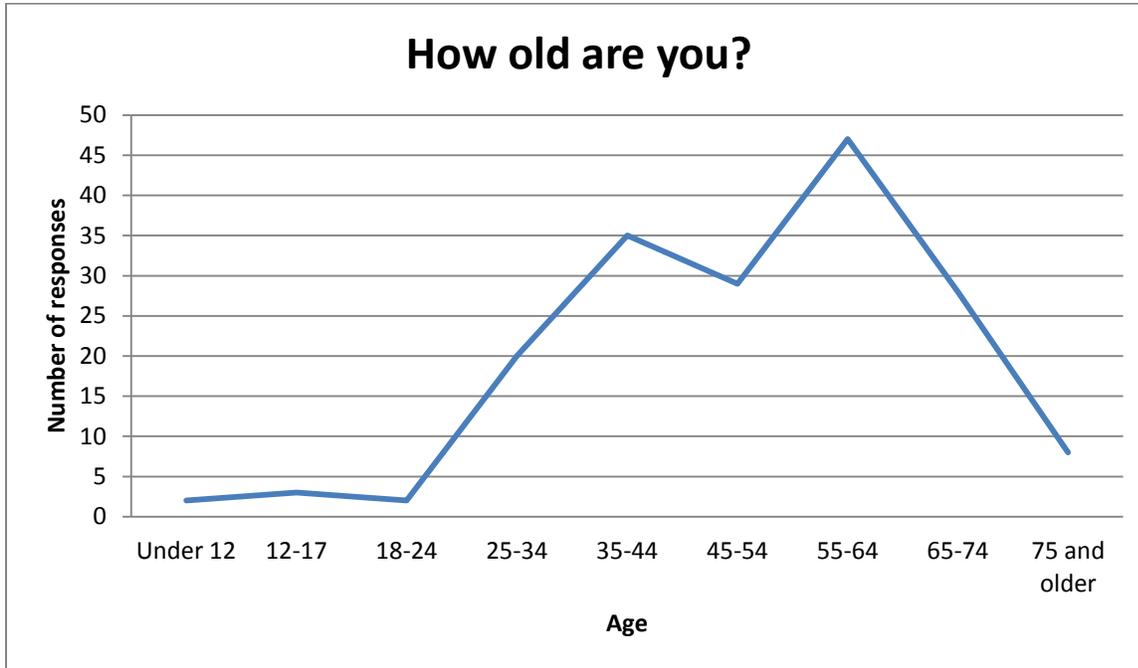
Some said they heard about the online open house through some “other” means, including:

- Stakeholder’s Advisory Committee
- Children’s Day Participant
- Facebook
- Twitter
- Bicycle Transportation Alliance
- Tigard CCAC
- Oregon Construction Contractors Board
- Cedar Mill Newsletter
- City of Tigard Strategic Plan Website
- City of Tualatin Facebook Page
- Hillsboro Schools District Newsletter
- Recycling Update from Washington County



2) How old are you?

174 respondents indicated their age range. They most commonly said that they are between 55 to 64 years old.



3) What is your gender?

196 respondents answered this question. 111 (57%) said they are male, and 85 (43%) said they are female.

4) What languages do you speak at home?

213 people answered this question. 196 (92%) said they speak only English at home. 9 people (4%) said they speak Spanish at home, and 9 people (4%) said they speak some other language at home.

Other languages listed include: French, Thai, German, Chinese, Italian, Hindi, Mandarin, and Cantonese.

5) Zip Code of primary residence

203 people provided their zip codes. Most said they live in the Beaverton, Hillsboro, and Tigard/Tualatin areas. The following chart lists all zip codes provided by participants.

| Zip Codes | Corresponding Area | Number of responses |
|--|--------------------|---------------------|
| 97003, 97005, 97006, 97007, 97008, 97078 | Beaverton-Aloha | 59 |



| | | |
|----------------------------|---|----|
| 97113, 97116 | Cornelius/Forest Grove | 9 |
| 97123, 97124 | Hillsboro and surrounding areas | 39 |
| 97062, 97140, 97223, 97224 | Tigard, Tualatin, Sherwood, King City, Durham | 43 |
| 97068 | West Linn | 1 |
| 97210, 97229, 97210, 97229 | NW Portland/Bethany | 33 |
| 97070 | Wilsonville | 1 |
| 97106 | Banks area | 2 |
| 97225 | SW Portland | 13 |
| 97217, 97231, 97244 | Portland | 3 |

6) Do you work in Washington County?

201 respondents answered this question. 131 (65%) said they work in Washington County, and 70 (35%) said they do not work in Washington County.

7) What is your ethnicity?

197 people answered this question. Most (76%) said they are Caucasian. 4% said they are Asian, and 4% said they are Hispanic.

