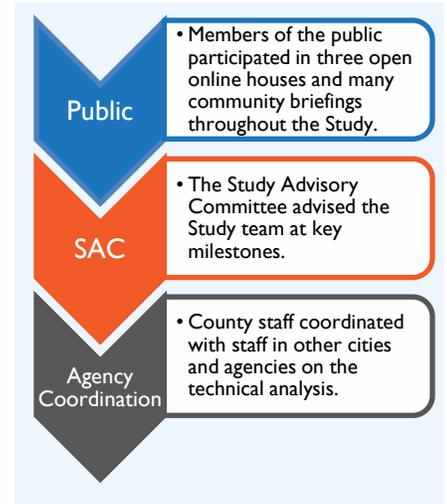


Washington County Transportation Futures Study

Exploring options • Informing choices

Public Comments on Study Findings

Public involvement was a central piece of the Washington County Transportation Futures Study. The County worked with community members at each Study milestone, including development of community values, understanding the county's transportation past and future trends, collecting transportation investment ideas, and evaluating the ideas in three packages. At each step, the County worked with jurisdictional partners and sought public feedback through online open houses, community briefings, advisory committees, and other activities.



This report provides a snapshot of public feedback on the Study findings. Input was gathered through **two key efforts**:

- Online open house and survey** that were available to anyone and advertised via mailed postcard to all County residents. It provided detailed Study findings and educational information and asked corresponding questions. *(A representative sample with over 5,400 participants. 94% said they live in the County and 61% work in the County.)*
- Telephone survey** among a representative random sample of County residents age 18 years and older. This short 15-minute survey did not provide Study findings. It focused on asking about opinions on transportation priorities, select projects and willingness to pay for investments. *(400 participants, margin of error +/-5%)*

Transportation Concerns

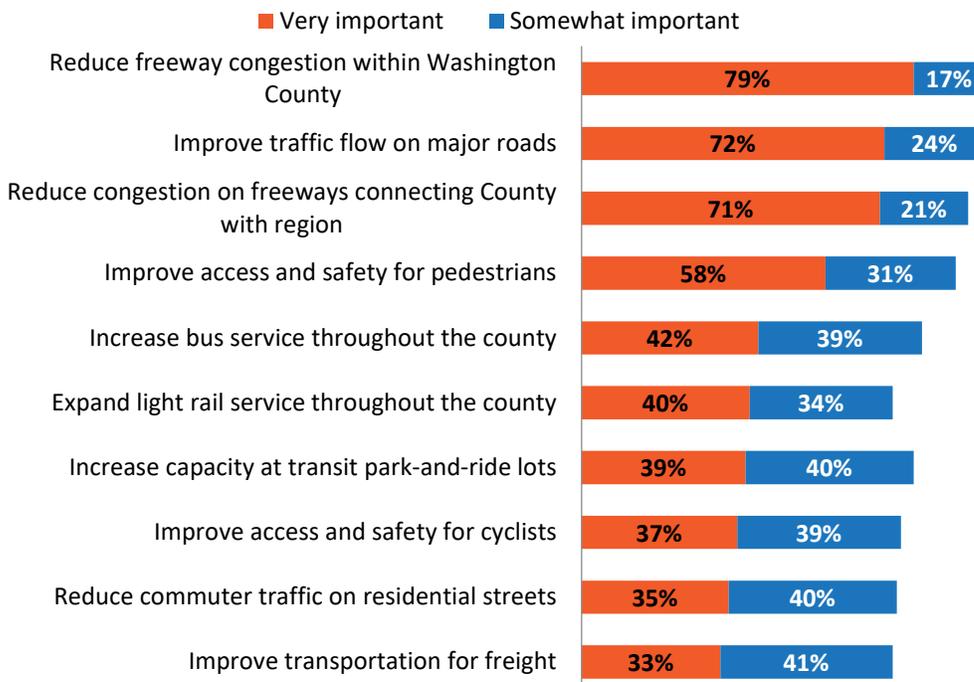
Phone survey: Almost all County residents (88%) **expect transportation will be a problem** in Washington County in the future. 79% say reducing congestion on freeways within the County is very important and 71% say reducing congestion on freeways leading to the County is very important.

Willingness to pay and support for funding sources

Phone survey: Residents are willing to pay to improve transportation. The polling shows that **3 in 4 people are willing to pay \$100 per year** to improve transportation in the County. Nearly half would be willing to pay up to \$300 per year.

Online survey: **People support traditional ways of paying for improvements.** 2 in 3 support or strongly support a gas tax, and over half support/strongly support paid parking. There is less support for user charges (46%) and tolling (44%).

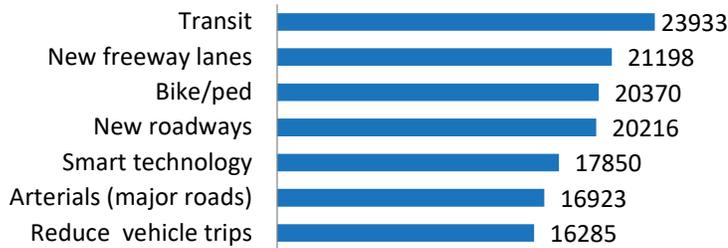
How important is it for the County to achieve these values and goals?



Transportation priorities

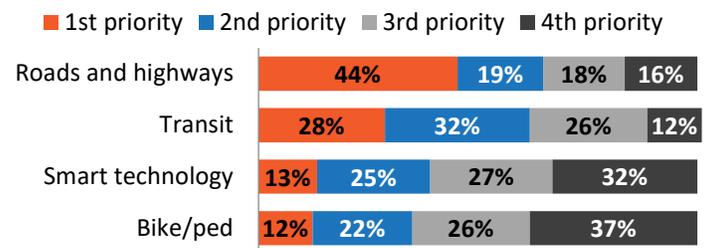
The results of both the online survey and the phone survey demonstrate **support for a multimodal system**. Online survey participants gave highest priority to transit improvements, followed closely by freeways. They said the highest values are improved traffic flow, followed by transportation alternatives and access to essential destinations. Roads, highways and public transportation were top priorities in the phone survey, but active transportation and technology are also important.

Transportation Priorities: *Online Survey*



Online Survey: Participants were given 28 points to distribute among seven transportation investment areas.

Transportation Priorities: *Phone Survey*



Phone survey: Participants were asked to rank first to fourth the priority they would give to four investment areas.

Online Survey: Transportation Investments

The online survey asked participants to provide their levels of support for a wide range of potential transportation investments:

Transit enhancements: People strongly support transit improvements. Between 82-91% support/strongly support each of the following: completing planned bus services, more frequent bus service, more MAX trains, express MAX, and park and rides and shuttle connections.

Only about half support/strongly support investments that would impede vehicle traffic flow (buses priority at intersections and separated bus lanes).

Bicycle & pedestrian enhancements: Approximately 3 in 4 people support or strongly support each of the bike/ped investments:

- Complete bike lanes and sidewalks system.
- Protected bikeways on major roads.
- Network of off-road facilities.
- Safety and amenities for bicycles and pedestrians.

Smart technology: 80% support/strongly support exploring ways to use smart technologies to reduce the need for widening or building new roads.

Projects to reduce vehicle trips: 80-90% support/strongly support programs to increase telecommuting and ride sharing and manage parking. There less support for tolls (43%) or user charges (39%).

Arterial network: People showed mixed support for proposed investments to enhance the arterial network:

- 81% support/strongly support connecting existing arterials with new arterials, and 75% support/strongly support expanding existing arterials with additional vehicle lanes.
- 68% support/strongly support managing driveway access and reducing the number of intersections on key arterials.
- There is less support for reducing traffic speeds (52%).

New freeway lanes: Participants showed mixed support for proposals to add a new lane on the County's major freeways.

- 62% support/strongly support restricting one new freeway lane to freight, bus and HOV only.
- 52% support/strongly support widening freeways for general purpose traffic, without any traffic priority.
- 46% support/strongly support charging tolls on new lanes.

Support for New Roads

Both the online survey and telephone polling asked participants to provide their levels of support for two potential new roads. Results were similar for both. Online survey showed high levels of support, but also greater uncertainty compared to other investments.

Northern Connector

60% of people phone surveyed said they strongly or somewhat favor building a new limited access road connecting Highway 26 with Highway 30 and North Portland, and 16% were undecided. Online survey results were similar: 76% support/strongly support the road and 15% were undecided.

Reducing congestion on US-26 and the Sunset Tunnel dominates as the primary reason people favor it. People who are opposed or undecided question whether the road is necessary, and cost was a concern.

North/South road

68% of people phone surveyed said they strongly or somewhat favor building a new limited-access north/south road through rural Western Washington County connecting Hillsboro and Wilsonville, and 9% were undecided. Online survey results were similar: 64% support/strongly support the road and 16% were undecided.

Reducing congestion and improving the flow of traffic dominate as the primary reasons people favor building the road. Those opposed are concerned that it doesn't do enough to relieve traffic on Hwy 217 and about effects on the environment and farmland.

Support is similar whether the road is located inside or outside the Urban Growth Boundary.