



# Urban Reserves Transportation Study (URTS)

RROMAC  
Feb. 13, 2020

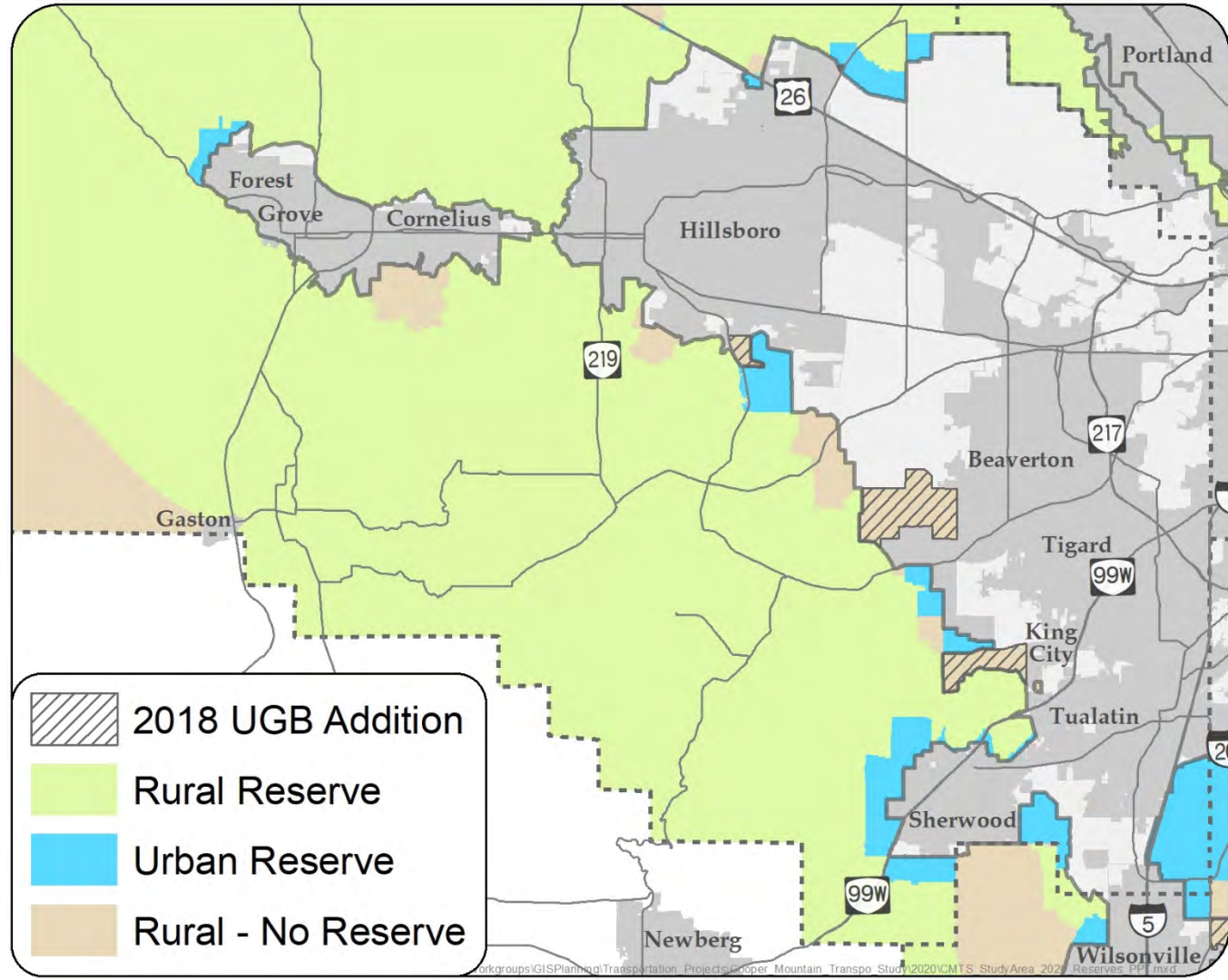


# URTS background

- Metro 2040 Planning and Development Grant
- Desire to “get ahead” of development in urban reserves:
  - How will future development affect our roadway network?
  - Where is additional multimodal capacity needed?
  - How can we help cities with concept planning?

# Washington County Urban Reserves

✦ Pending 2018 UGB expansion





# URTS objective

## Facilitate concept planning:

- Coordinate with partners on development assumptions, goals, evaluation criteria, performance measures
- Identify areas of projected multimodal capacity needs, assess future right-of-way and long-term jurisdiction needs
- Create infrastructure finance plan template

# Relationship to Cooper Mountain Transportation Study (CMTS)

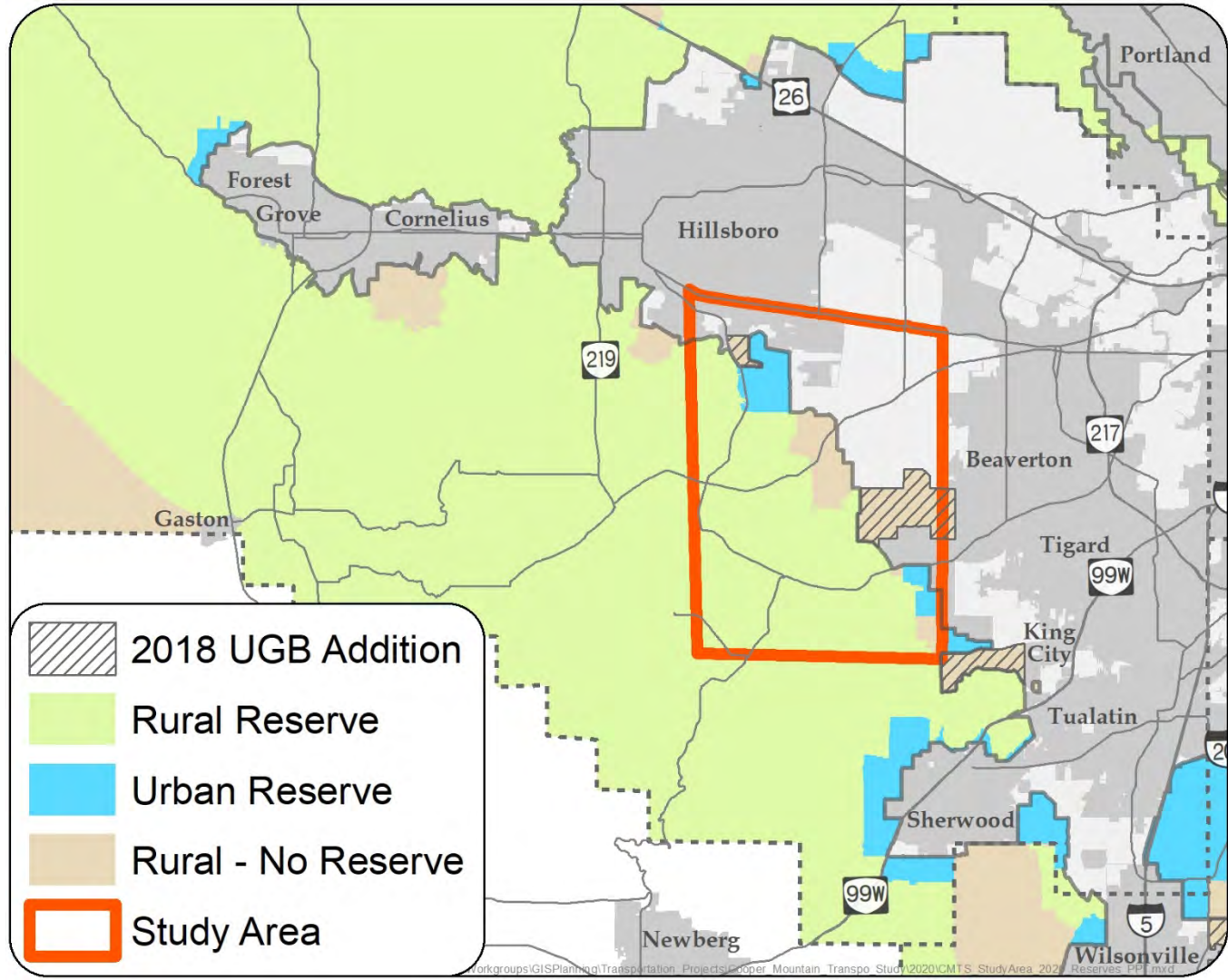
## URTS


- Multimodal transportation planning – all reserves
- Roadway capacity and access management needs
- Engineering feasibility
- Infrastructure funding template

## CMTS

- Mobility and safety in Cooper Mountain area
- Long-term roadway network options
- Prioritized project list
- TSP amendments
- WWSP coordination

# Cooper Mountain Study Area





# URTS Technical Advisory Committee (TAC) and outreach

- Project TAC includes: Clean Water Services, TriMet, Metro, ODOT, city staff
- Outreach will focus on existing city and county community groups, with targeted stakeholder outreach as needed

# URTS elements and timeline

- Project kick-off: May 28, 2019
- Work expected to go through 2020; potential TSP amendments 2020-2021
- Project elements:







# Work completed so far

- Developed land use assumptions for each reserve
- Began travel demand modeling
- Began engineering feasibility analysis of identified projects



# Land use assumptions

- Determined developable acreage for each urban reserve
- Allocated dwelling units and employees per acre to each
  - Adjusted based on city feedback



# Travel demand modeling

- Land use assumptions basis for modeling
- Will determine future transportation system needs – e.g. roadway and intersection capacity
- Included 24 study intersections
- Necessary mitigation expected to be part of city concept planning

# Engineering feasibility analysis

- Beef Bend Road at Roy Rogers Road
- 175th Avenue “kink”
- Shackelford Road extension to 185th Avenue
- 185th Avenue improvements between Springville and future Shackelford roads
- 185th Avenue extension between Gassner and Kemmer roads
- Basalt Creek Parkway overcrossing of I-5



# URTS next steps

- Finish travel demand modeling
- Infrastructure analysis report – will include recommended future improvements
- Develop infrastructure funding plan template and toolkit

# Questions?

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