



Oregon

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Department of Transportation

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January 2nd, 2013

Dear TV Highway Policy Group Members,

Happy New Year! Thanks for your continued participation on the TV Highway Corridor Plan (TVCP). At the last Policy Group meeting, we discussed the list of potential solutions. These solutions were sorted into three primary tiers described below based on your feedback. The list of projects and policy direction in the plan will be the primary subject of our upcoming final meeting of the Policy Group in early 2013.

The project team formulated a draft plan based on direction from the Policy Group that we will be distributing in upcoming weeks. This plan will describe the policy direction for the corridor and create a list of projects that could reasonably be built in a 15 year period. Getting all of these improvements on this list built will be no easy task; each of us will have to commit our limited funds to make this a reality. This list of **Near Term** projects is focused primarily on *existing safety and operational issues utilizing the existing Right of Way* and is comprised of:

- Pedestrian crossing improvements at 8 locations
- Improve bicycle safety and connectivity at 9 intersections
- Improve the comfort and safety of bus stops at 7 locations (e.g. shelters, concrete pads, and lighting)
- New street lighting where it doesn't exist
- Wayfinding signage for active modes
- Intersection improvements at 22 intersections, including signal modifications and upgrades, operational improvements, turn lanes for vehicles, and active transportation improvements through striping, signal enhancements and
- Support for safety education and transportation demand management programs
- Study to determine longer-term transit solutions for the corridor
- Further concept refinement and acquiring property along the corridor for a future Multi-Use Path on the South side of TV Highway

This plan also asserts that the function of the corridor be defined as an arterial with no more than 4 continuous through lanes and that interchanges do not fit this arterial function. Currently, grade separated intersections, including lower cost and impact options other than interchanges, are not in the plan. We understand there is not consensus on that being listed in the plan, and this topic will surely be an important discussion at the upcoming policy group.

In addition to the improvements in the plan, this TVCP process identified additional desired improvements in the corridor. Some of these improvements are not projects per se, but rather are related to factors outside of what is currently under local and state agency control. These improvements are classified as **Opportunistic**, and may include actions like acquiring ROW dedications at the time of redevelopment or improving pavement when this corridor rises to

the top of the paving list. While not identified as specific projects, opportunistic actions could proceed within or beyond the 15-year, near-term timeline that aligns with the plan.

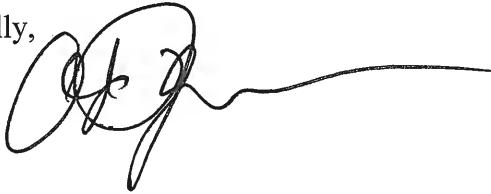
Finally, a third tier of improvements was identified. This **Longer-Term** tier is comprised of potential projects identified through the course of the plan that are beyond the 15 year horizon of this plan. This Longer-Term tier includes improving north-south connectivity, increasing local street connectivity, and completing planned regional trails.

The intent of this plan is to reach agreement on priorities that can be pursued and built in the near term to improve the safety and operations on the TV Highway corridor prior to developing the Longer Term projects, which can be evaluated at a later time.

With regard to questions that have come up about the land use and transportation coordinated efforts between this project and the Aloha-Reedville Livability Study, attached for your information is a White Paper outlining those efforts.

We look forward to meeting in early February 2013, and hope to make the most of our time together. If you have any concerns or questions, feel free to contact me.

Cordially,

A handwritten signature in black ink, appearing to read 'Andrew Johnson', with a long horizontal flourish extending to the right.

Andrew Johnson
Major Projects Manager
Oregon Department of Transportation, Region 1