

**Tualatin Valley Highway Corridor Plan and  
Aloha-Reedville Study and Livable Community Plan  
Land Use, Economic Development and Transportation Coordination**

The Tualatin Valley Highway Corridor Plan (TVCP) is an undertaking unlike previous corridor plans in the Metro region or Oregon. Most notably, the TVCP does not include a significant land use or economic development aspect. This is due in large part to the opportunity to coordinate efforts (rather than duplicate) with the Aloha-Reedville Study and Livable Community Plan being conducted by Washington County (AR Study), as well as budget realities of the TVCP.

This paper is intended to give a brief overview of the purposes of the TVCP and AR Study and describe how these projects are being coordinated to ensure a balanced approach to land use, economic, and transportation considerations.

**TUALATIN VALLEY HIGHWAY CORRIDOR PLAN**

In 2009, the City of Hillsboro (City) applied for a Transportation Growth Management (TGM) grant to determine improvements necessitated by the anticipated development of South Hillsboro. After much negotiation between ODOT, the City and Washington County, it was determined that the project should consist of the TVCP, followed by a Focus Area Plan addressing issues specific to the South Hillsboro future development area. Attachment A depicts the areas of the TVCP, Focus Area Plan and AR Study.

The purpose of the TVCP is to identify and prioritize ways to improve safety, manage congestion, and enhance conditions for everyone who uses TV Highway – whether by automobile, bike, walking, using transit or moving freight. The TVCP is developing a series of improvement recommendations, typical cross sections to identify solutions, as well as depicting potential solutions for specific intersections within the corridor.

The Focus Area Plan will identify a package of transportation system solutions to address any additional local street network improvements needed to address future transportation system deficiencies needed as a result of the build out of the South Hillsboro Community Plan. Similarly, the AR Study will apply the TVCP outcomes to its study area to develop adjacent area-specific solutions.

Funding for the TVCP and Focus Area Plan consists of the following sources<sup>1</sup>:

TGM Grant	\$245,714
City Match	\$115,714
City In-Kind	\$ 89,000
ODOT Region 1	<u>\$148,643</u>
TOTAL PROJECT FUNDING	\$599,071

For the TVCP project schedule, see Attachment B.

**ALOHA-REEDVILLE LIVABILITY STUDY**

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<sup>1</sup> It has been questioned why the TVCP isn't considering land uses, as is being done in the Southwest Corridor Plan. In addition to the reasons described in this paper, with a budget of \$2,835,000 (not including local jurisdiction CET grants), the Southwest Corridor Plan budget is much more significant, allowing the combined study of land use and transportation.

The Aloha-Reedville Study and Livable Community Plan is a three-year planning effort being led by the Washington County Department of Land Use and Transportation and Department of Housing Services.

This project focuses on identifying land use and transportation barriers that may be impeding private development and redevelopment investments in this urban unincorporated area of the county. It also is looking at major corridor land use and transportation improvements that will accommodate anticipated future growth in the area. Improvements may include:

- Streetscape enhancements
- Intersection safety and capacity improvements
- Prioritization of County collector and arterial roadway construction build-outs (to ultimate standards)
- A pedestrian and bicycle plan
- Identifying targeted areas for future development/redevelopment for private, public, or combined, investments

The study also is looking at strategies that will maintain and increase housing that is affordable to the range of incomes represented in the area.

Outcomes of this planning process could include changes to the county's policies and/or development code and revisions to inter-jurisdictional agreements.

Beyond the above identified list of possible improvements, much effort is being placed on engaging the community, with a targeted effort on involving historically under-represented community members. Throughout this process, community aspirations are being solicited and options to address community concerns are being woven into the project's resulting plans and strategies.

Funding for the AR Study consists of:

Metro Construction Excise Tax (CET) Grant	\$442,000
U.S. Department of Transportation (DOT) TIGER II Grant <sup>2</sup>	\$1,500,000
U.S. Department of Housing and Urban Development (HUD) Community Challenge Grant	\$500,000
Washington County Match	\$664,287
<b>TOTAL PROJECT FUNDING</b>	<b>\$3,106,287</b>

The AR Study project schedule is included as Attachment D.

#### **PROJECT COORDINATION**

While the coordination of these two projects may be unique, the City and county have a history of successful coordination on complex projects.

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<sup>2</sup> The TIGER II and Community Challenge grants are combined as a cooperative effort by DOT, HUD and the Environmental Protection Agency (EPA) and were awarded through the Office of Sustainable Housing and Communities program in 2011.

The TVCP is addressing transportation policy questions, safety concerns and capacity improvement recommendations – i.e.: arterial v. throughway designation; resolving Regional Transportation Plan classification inconsistencies; and access management – that will impact local land use and transportation solutions. The AR Study is looking at adjacent land use and intersecting transportation facilities to identify potential safety and capacity issues as well as identifying changes that could encourage more investment in the community. Increased housing opportunities and housing + transportation cost reductions are also intended outcomes.

TVCP will develop typical cross sections for major intersections. Building on the results of the TVCP, both the Focus Area Plan and AR Study will consider refined solutions based in part on inter-jurisdictional policy decisions and TVCP recommendations. The timing of the two projects has worked out such that those TVCP recommendations come at a point where they will substantially inform the AR Study work (see Attachment C).

Specific coordination efforts include:

- **Shared team members** including Policy Group/AR Leadership Coordinating Committee; Technical Advisory Committee (TAC) members; Citizen Advisory Committee (CAC); and the Project Management Team (PMT), which fosters information sharing between projects, as well as alerting project managers when additional coordination is warranted.
- Inter-linked project websites.
- **Coordination meetings** between project managers and between public involvement groups.
- **Shared open houses, community events and presentations:** Because both projects are targeting a similar geographic area and both share goals to improve transportation accessibility for all modes, the projects took advantage of the common goals to share information on both projects.
  - Open houses: July, 2011; November, 2011 Joint Open Houses at Aloha High School and a May, 2012 Joint Open House at the Blanton International School (this open house also included South Hillsboro information)
  - Community Events: Blanton Community Event, January, 2011 (shredding services and clothing swap)
  - Joint presentations to Aloha Business Association, CPO 6, business and community organizations.
- **Joint project surveys:** Written and online released in conjunction with open houses.
- **Printed materials:** Created to feature information regarding both projects. Each project manager has the opportunity to edit and approve the messaging regarding their project.
- **Stakeholder interviews:** Interview summaries are shared between projects as appropriate.
- **Contact lists and correspondence:** There is an inherent overlap in community organizations and representatives that should be included in the planning process for both projects. When appropriate, contacts are shared for both projects and email correspondence about project events is jointly sent.
- **Project feedback:** Early on a process was put in place to share relevant comments with the other project team.
- **Engaging underserved stakeholders:** Both teams are sharing information and outreach strategies to best engage historically under-represented populations in both projects.
- **Establishing shared resource base:** Creating “Basecamp” online data base available to multiple team members on both projects.

## SUMMARY

While a unique approach to corridor planning, the combined studies provide a more in-depth analysis and better informed planning decisions. Both formal and informal coordination efforts will capitalize on the budgets of the two projects and will provide plans that are realistic, community-supported and can be implemented.

**ATTACHMENTS:**

- A. Project Area Map
- B. TVCP Work Plan
- C. Combined timelines
- D. AR Project Schedule