



Plans and Policy Review Executive summary

The purpose of the Plans and Policies Summary document is to establish the policy context for the Tualatin Valley Highway Corridor Plan (TVCP). The report is arranged in five sections. The first four review state, regional, and local transportation and land use plans and policies, and provide a brief description of their relevance to the TVCP. The fifth section addresses ongoing planning efforts that may have a direct influence on the TVCP. While each document reviewed contains many policies and guidelines, only the information most pertinent to the TVCP were chosen to help inform this work. The information provided will guide the subsequent planning process and ensure that the TVCP is compatible with relevant regulations and policy objectives.

Some of the more important policies/plans for this project include the following:

TV Highway functional classification: The 2035 Regional Transportation Plan (RTP) identified TV Highway as needing a Corridor Refinement Plan to determine the appropriate functional classification and street design classification for TV Highway. The RTP classifies some sections of TV Highway as a 4-6 lane Principal Arterial (Throughway) and other sections as a Major Arterial with 4 lanes. City and County plans also show inconsistencies in the preferred cross section for the highway. A major decision for the PG will be to define TV Highway as a Throughway that emphasizes mobility or an Arterial that accommodates enhanced access.

Alternative mobility standards: Oregon Highway Plan (OHP) 1F and Regional Transportation Functional Plan (RTFP) 3.08.230 set mobility standards for TV Highway. Proposed OHP revisions are currently out for public review and will be in effect as of January 1st, 2012. Draft policy changes include replacing “mobility standards” with “mobility targets” and allows alternative mobility targets to be developed that are not based on a volume to capacity ratio. The TVCP will develop alternative mobility targets for TV Highway consistent with the new OHP Policy 1F.

Process for developing transportation solutions: OHP Policy 1G priorities and RTFP 3.08.230 strategies provide a framework for evaluating transportation solutions. In general, both prioritize maintaining performance and improving safety through improved efficiency and transportation management tools before considering additional infrastructure to add capacity.

Other policies: Access management, freight mobility, and rail policy will also be important to consider when crafting transportation solutions. Draft changes to the OHP

will affect administrative rules that implement access management and are intended to balance economic development objectives with the safe and efficient operation of the highway. ORS 366.215 mandates that freight routes must maintain vehicle carrying capacity and a “hole-in-the-air” that allows large loads to continue to use established freight routes in the future. Finally, the Oregon Rail Plan focuses on increasing safety by reducing conflicts between rail and highway users.