

# CHAPTER 2: GOALS & POLICIES



## Comprehensive Plan Goals and Policies

This chapter provides the goals and policies that guided the development of the Hillsboro TSP. The Hillsboro Comprehensive Plan is the general planning document that helps manage expected population and employment growth through a set of goals, policies, and implementation measures that align with the community's vision. City leaders use the Comprehensive Plan to coordinate public investments and make decisions about new development, existing neighborhoods, transportation, and a variety of other topics.

The Hillsboro Comprehensive Plan is organized around eight core areas that cover broad, interconnected subjects. Each core area includes one or more topics with a set of goals and policies that is consistent with identified community priorities. Goals and policies that directly guide the development of the TSP are found in the following chapters and sections of the Hillsboro Comprehensive Plan:

- **Chapter 11: Building Economy & Infrastructure**
  - Section 14: Economic Development
  - Goal 2 – Facilities, Utilities & Services
  - Section 15: Public Facilities & Services
  - Goal 2 – Urbanization
  - Goal 5 – Expenditures
- **Chapter 12 Advancing Environmental Sustainability**
  - Section 18: Energy & Climate Change
  - Goal 3 – Transportation
- **Chapter 13: Cultivating Transportation Options**
  - Section 20: Transportation
  - Goal 1 - Safety
  - Goal 2 – Multi-modal
  - Goal 3 - Trip Reduction
  - Goal 4 - System Design
  - Goal 5 - Performance
  - Goal 6 - Economy
  - Goal 7 - Livability
  - Goal 8 - Equity
  - Goal 9 – Funding
- **Chapter 15: Area-Specific Plans**
  - Section 24: Station Community Planning Areas
  - Section 25: NE 28<sup>th</sup> Avenue/East Main Street Plan Area
  - Section 26: Hillsboro Tanasbourne Community Plan
  - Section 27: Witch Hazel Village Community Plan
  - Section 28: Downtown Framework Plan

Section 29: AmberGlen Community Plan

Section 30: North Hillsboro Industrial Area Community Plan

Section 31: South Hillsboro Community Plan

The goals and policies form the guiding framework for the development of the TSP and for transportation decision-making in the city. Each goal statement presents a general desired outcome, while the policies identify more specific positions and actions to be taken to achieve the desired outcome. The goals and policies are not implementable themselves as land use actions. Instead, the ideas and intent in the goals and policies are implemented through land use regulations such as the CDC and the TSP.

The goals and policies from the aforementioned Comprehensive Plan chapters and sections that guide the development of the TSP are presented in the following pages.

## Chapter 11: Building Economy & Infrastructure

### Section 14: Economic Development

#### ECONOMIC DEVELOPMENT (ED) GOAL 2 – FACILITIES, UTILITIES & SERVICES

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*Catalyze economic development through high-quality public facilities, utilities, and services.*

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- POLICY ED 2.2 High-quality public facilities and services. Maintain and invest in expansion of high-quality public facilities and services to catalyze economic development.
- POLICY ED 2.3 Multi-modal transportation. Develop safe, well connected, and efficient multi-modal transportation facilities that improve access to employment areas.
- POLICY ED 2.4 Hillsboro Airport. Leverage the long-term viability of the Hillsboro Airport facility and support the long-term growth of critical airport infrastructure.
- POLICY ED 2.5 Freight facilities. Support the development of a transportation system that places a strong emphasis on facilitating freight movement capabilities for economical and efficient goods movement.
- POLICY ED 2.6 Coordination of public facilities, utilities, and services. Coordinate the type, design, timing, and location of public facilities, utilities, and services with other public agencies, utilities, the private sector, and property owners to move employment land closer to development-ready status.
- POLICY ED 2.7 Financing of public facilities, utilities, and services. Adopt additional funding methodologies, as needed to fund the necessary extension of public facilities, utilities, and services.

## Chapter 11: Building Economy and Infrastructure

### Section 15: Public Facilities and Services

#### PUBLIC FACILITIES AND SERVICES (PF) GOAL 2 - URBANIZATION

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*Utilize the availability of public facilities, utilities, and services as a tool for guiding urbanization within the Hillsboro Planning Area.*

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- POLICY PF 2.1 Future levels of service. Improve the capacity of public facilities, utilities, or services where feasible and cost effective, in order to provide future delivery of services to urbanizable areas upon annexation.
- POLICY PF 2.2 Concurrency. Require the provision of public facilities, utilities, and services prior to or concurrent with development, in accordance with state statute.
- POLICY PF 2.3 Feasible and cost-effective service. Ensure that properties to be annexed can be reasonably served by public facilities, utilities, and services and that any public costs associated with annexation are minimized.

## PUBLIC FACILITIES AND SERVICES (PF) GOAL 5 – EXPENDITURES

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*Provide public facilities, utilities, and services in a cost-effective manner.*

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- POLICY PF 5.1 Capital improvement program. Maintain a long term capital improvement program to include a comprehensive list of projects from service providers' adopted master plans, and identify costs and funding sources for achieving desired types and levels of public facilities, utilities, and services.
- POLICY PF 5.2 Funding sources. Adopt additional funding methodologies, as needed, to ensure that new development and redevelopment fund the adequate and equitable extension and long-term maintenance of public facilities, utilities, and services.
- POLICY PF 5.3 Asset management. Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.
- POLICY PF 5.4 Investment coordination. Encourage capital improvements that complement and leverage other major capital improvements.
- POLICY PF 5.5 Funding priorities. Prioritize funding for facilities, utilities, and services considered critical to the livability and safety of the community, including but not limited to those that protect life and safety, as well as contractual obligations such as debt service.

## Chapter 12: Advancing Environmental Sustainability

### Section 18: Energy and Climate Change

#### ENERGY AND CLIMATE CHANGE (ECC) GOAL 3 – TRANSPORTATION

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*Reduce carbon emissions from the transportation sector.*

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POLICY ECC 3.1 Compact walkable places. Promote compact mixed-use areas, and innovative architectural and site designs, so daily activities can be accessed nearby, preferably by active transportation and/or transit.

POLICY ECC 3.2 Compatible, locally-serving commercial. Explore the introduction of limited, locally-serving commercial uses compatible within existing residential neighborhoods to reduce transportation demand.

POLICY ECC 3.3 Active transportation and transit. Expand and promote active transportation infrastructure and transit that is safe, well-connected, and efficient.

POLICY ECC 3.4 Emerging user and systemwide technologies. Routinely update development codes and standards so that they are supportive of the use of emerging user technologies and Intelligent Transportation Systems to improve the overall efficiency of the transportation system and improve freight mobility.

POLICY ECC 3.5 Alternative-fuel vehicle infrastructure. Promote the expansion of alternative-fuel vehicle infrastructure in existing development, new development, and redevelopment.

POLICY ECC 3.6 Alternative-fuel vehicles. Promote public agencies, the private sector, non-profit organizations, property owners, and residents moving to alternative fuel-vehicles.

## Chapter 13: Cultivating Transportation Options

### Section 20: Transportation

#### TRANSPORTATION (T) GOAL 1 - SAFETY

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*Develop and maintain a transportation system that seeks to eliminate fatalities and serious injuries.*

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- POLICY T 1.1 Safety for all modes. Develop and maintain the transportation system to enable users of all modes, including pedestrians, cyclists, drivers, and those taking transit, to be equally safe and comfortable.
- POLICY T 1.2 Protection of vulnerable users. Improve safety for more vulnerable system users, including pedestrians, bicyclists, and those who need special accommodations under the Americans with Disabilities Act.
- POLICY T 1.3 Minimize conflicts. Design streets and manage access to minimize user conflicts and improve safety.
- POLICY T 1.4 Pedestrian network safety. Improve pedestrian safety throughout the City, particularly near schools, transit stops and stations, public facilities, and rail and street crossings.
- POLICY T 1.5 Safety monitoring and mitigation. Monitor the City transportation system to identify, prioritize, and mitigate safety issues, and improve high-crash locations for all modes.
- POLICY T 1.6 Education, awareness, and enforcement. Partner across agencies and departments to improve transportation system safety education, build awareness, and ensure enforcement across the community.
- POLICY T 1.7 Rail crossing safety. Ensure that rail crossings are safe for all users.
- POLICY T 1.8 Hazardous materials. Require safe routing of hazardous materials within the City consistent with state and federal guidelines.
- POLICY T 1.9 Street and path lighting. Require appropriate illumination that provides for the safety of all users.



## TRANSPORTATION (T) GOAL 2 – MULTI-MODAL

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*Provide a complete, connected, and efficient multi-modal transportation system.*

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- POLICY T 2.1 Multi-modal corridors and facilities. Design transportation corridors and facilities that support and promote the use of multiple modes of travel to move people, goods, and services.
- POLICY T 2.2 Network design for each mode. Establish and enhance discrete citywide networks for pedestrian, bicycle, automobile, transit, and freight traffic that are integrated and interconnected into a comprehensive, easily-navigable multi-modal system.
- POLICY T 2.3 Connecting destinations. Provide multi-modal transportation options within, between, and in close proximity to Regional Centers, Employment Areas, Transit Station Communities, Town Centers, Neighborhood Centers, Corridors, and current and future major destinations.
- POLICY T 2.4 Low-stress alternatives. Develop pedestrian- and bicycle-friendly alternatives to arterials and collectors for multi-modal travel to improve connectivity and serve local needs.
- POLICY T 2.5 Transit expansion. Collaborate with local and regional transit providers to improve and expand transit service as needed, particularly the availability of frequent transit service including evening and weekend service, in all areas of the City.
- POLICY T 2.6 High-Capacity Transit. Coordinate with local and regional partners to expand high-capacity transit service where consistent with the City's needs and interests, to enhance mobility options, increase overall transit use, and better connect local and regional employment, commercial, and residential areas.
- POLICY T 2.7 Bicycle and pedestrian facilities. Improve and expand bicycle and pedestrian facilities that accommodate users of various abilities on a standalone basis or in conjunction with street construction or reconstruction projects.
- POLICY T 2.8 Bicycle and pedestrian access. Ensure safe and convenient access to existing and planned bike and pedestrian facilities, including bicycle parking, from nearby schools, transit, parks, public facilities, employment, and retail areas.

- POLICY T 2.9 Trails connectivity. Connect local off-street trails with regional trail systems and local pedestrian and bicycle networks as part of an integrated transportation system.

### TRANSPORTATION (T) GOAL 3 – TRIP REDUCTION

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*Reduce the number of motor vehicle trips and per capita vehicle miles traveled by providing viable travel options.*

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- POLICY T 3.1 Reduce vehicular miles traveled. Foster the reduction of single-occupancy vehicular miles traveled to improve efficiency of the existing system.
- POLICY T 3.2 Mode options. Plan an efficient transportation system that encourages users to choose modes and transportation alternatives that reduce single-occupancy car use.
- POLICY T 3.3 Short trips. Create a transportation system that increases the use of non-vehicular modes, including biking and walking, for short distance travel.
- POLICY T 3.4 Transportation Demand Management. Support the use of Transportation Demand Management measures and incentives including carpools, vanpools, shuttle services, telecommuting, current and emerging technologies, parking strategies, and staggered work hours as a means of reducing transportation demand.
- POLICY T 3.5 Jobs-housing proximity. Support opportunities to locate jobs and housing in close proximity to one another in order to reduce locally-generated motor vehicular trips and/or per capita vehicle miles traveled.

## TRANSPORTATION (T) GOAL 4 – SYSTEM DESIGN

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*Plan and implement a City transportation system that accommodates current and future needs.*

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- POLICY T 4.1     Coordinate land use and transportation. Align land use and transportation planning efforts to create an efficient and effective multi-modal transportation system that supports densities, land uses, and development types envisioned in the Comprehensive Plan, community plans, and/or other adopted land use plans.
- POLICY T 4.2     Functional classifications. Organize the street network around a street classification hierarchy that describes how different types of streets address mobility and access to, through, and between different land uses.
- POLICY T 4.3     Standardized cross-section designs. Develop and maintain standardized cross-section design standards for public streets that reflect intended land uses and design characteristics and envision future needs.
- POLICY T 4.4     Special street classification design standards. Establish specialized design standards when necessary to address the unique context of individual streets and/or surrounding land uses.
- POLICY T 4.5     Special designs. Allow deviation from standardized and special street classification design standards where proposed designs support adjacent uses, address unique constraints, and provide for acceptable performance.
- POLICY T 4.6     Design for different vehicle sizes. Design the transportation system to accommodate different sizes and types of vehicles.
- POLICY T 4.7     Connectivity. Increase connectivity and create redundant connections between existing, new, and future development to reduce out-of-direction travel and prevent neighborhoods with limited ingress and egress.
- POLICY T 4.8     Right-of-way protection. Identify and protect right-of-way for potential public use necessary to accommodate future needs and demands.

- POLICY T 4.9     Parking supply. Establish and maintain context-sensitive standards to ensure appropriate parking capacity for all modes, while also considering parking management for the efficient use of resources.
- POLICY T 4.10    Area-specific parking management. Create area-specific parking management plans where appropriate, and ensure parking standards address neighborhood livability and needed capacity to support development.
- POLICY T 4.11    Emergency services access. Require appropriate access to properties for emergency services vehicles throughout the City.
- POLICY T 4.12    Public safety coordination. Coordinate with law enforcement and emergency response agencies in the planning and design of transportation facilities and emergency response operations.
- POLICY T 4.13    Regional consistency. Apply regional street design guidelines on streets identified in the Metro Regional Transportation System Plan within the context of local needs.

## TRANSPORTATION (T) GOAL 5 – PERFORMANCE

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*Manage the City transportation system to maximize capacity while ensuring efficiency and safety.*

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- POLICY T 5.1 System performance standards. Meet system performance standards consistent with local and regional goals.
- POLICY T 5.2 Emerging performance measurements. Explore the feasibility and applicability of emerging methods of measuring and evaluating transportation system performance and safety.
- POLICY T 5.3 Address congestion. Invest in the transportation system to manage congestion consistent with local performance and safety goals.
- POLICY T 5.4 Additional capacity. Support additional capacity on arterials and highways, where appropriate, to relieve congestion and improve mobility.
- POLICY T 5.5 Development impacts. Identify strategies and measures to proactively address projected impacts of new development, infill development, and redevelopment on local and regional transportation systems, including placing appropriate conditions of approval on land use decisions.
- POLICY T 5.6 Systemwide technologies. Collaborate with regional and state partners to develop, operate and maintain Intelligent Transportation Systems including coordination of traffic signals, transit prioritization, and the integration of other emerging technologies to improve the efficiency and safety of the transportation system.
- POLICY T 5.7 Emerging user technologies. Support the use of emerging user technologies to improve the overall efficiency and safety of the transportation system.
- POLICY T 5.8 Preserve investments in transportation facilities. Inspect, maintain, and manage transportation system assets to provide a system that is safe, reliable, and efficient over the long term.
- POLICY T 5.9 Monitor performance. Define and monitor metrics addressing system performance and user characteristics such as safety, demand, trip types, congestion, mode share, origin-destination patterns, and jobs-housing patterns.

## TRANSPORTATION (T) GOAL 6 – ECONOMY

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*Utilize the transportation system to support and sustain local and regional economic development.*

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- POLICY T 6.1 Regional role. Collaborate with regional partners to ensure that the City and regional transportation networks can support regional growth while maintaining livability and economic viability.
- POLICY T 6.2 Goods and services movement. Design the transportation system to facilitate the efficient movement of goods, services, workers, and equipment.
- POLICY T 6.3 Continued use of facilities. Support the continued safe use and development of freight rail, aviation, pipeline transportation, and utility facilities as appropriate and beneficial to the community.
- POLICY T 6.4 Freight industry collaboration. Work with local and regional freight users and agency partners to understand their unique needs, and develop mutually-beneficial strategies and initiatives to improve freight mobility.
- POLICY T 6.5 Airport planning coordination. Coordinate with the Port of Portland in planning for the Hillsboro Airport.
- POLICY T 6.6 Standards compliance. Ensure compliance with federal, state, and local safety and design standards in the operation, construction, and maintenance of the transportation system to move freight and goods.

## TRANSPORTATION (T) GOAL 7 – LIVABILITY

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*Integrate the transportation system with neighborhoods and places to increase livability and improve quality of life.*

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- POLICY T 7.1 Impact mitigation. Design and manage the transportation system to mitigate significant potential livability and environmental impacts.

- POLICY T 7.2 Context-sensitive street design. Plan and design streets that reflect their intended use, are compatible and well-integrated with surrounding neighborhoods, and accommodate planned land uses and system users.
- POLICY T 7.3 Attractive pedestrian environment. Develop attractive pedestrian environments by coordinating sidewalks, landscape design, street trees, utility placement, safety features, lighting, transit stop amenities, and other streetscape amenities that support pedestrian use in compliance with applicable City standards.
- POLICY T 7.4 Minimize non-local neighborhood traffic. Manage the transportation system to minimize non-local motorized vehicular traffic within residential neighborhoods.
- POLICY T 7.5 Minimize unsafe behaviors. Incorporate design features to decrease speeding and other unsafe behaviors on local and neighborhood routes.
- POLICY T 7.6 Health and wellness impacts. Promote positive health outcomes for individuals, families, and neighborhoods through investments in measures such as active transportation and physical activity, while reducing pollution and environmental impacts.
- POLICY T 7.7 Natural and green infrastructure. Increase integration of natural and green infrastructure into the transportation system, including street trees, pervious pavement, the use of vegetated stormwater management, and alternative design techniques, where appropriate.
- POLICY T 7.8 Promote environmental sustainability. Pursue design options that attempt to expand the use of renewable energy, reduce environmental impacts, lower noise levels, and reduce emissions of greenhouse gases when planning and implementing transportation system investments.
- POLICY T 7.9 Airport compatibility. Promote compatibility between the Hillsboro Airport and surrounding uses by limiting noise-sensitive uses and avoiding the establishment of uses that could present physical hazards to air traffic.
- POLICY T 7.10 Airport safety zones. Coordinate with the Port of Portland on the implementation of the Hillsboro Airport Master Plan, including codifying an overlay zone that includes safety and compatibility requirements consistent with state and federal law.

## TRANSPORTATION (T) GOAL 8 – EQUITY

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*Reduce barriers and improve equity for all users.*

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- POLICY T 8.1    Transportation system equity. Manage transportation system operations and investments to provide residents of all ages, cultures, incomes, and abilities with affordable, reliable, convenient, and safe transportation options to meet daily needs.
- POLICY T 8.2    Evaluate impacts. Evaluate transportation-related plans, alternatives, and investments to identify potential significant impacts on transportation costs, access, and affordability for protected classes and low-income households.
- POLICY T 8.3    Mitigate disproportionate impacts. Plan transportation investments to minimize and/or mitigate disproportionate environmental, economic, or community impacts on any segment of the community, including communities of color, low-income populations, and other under-served or under-represented groups.
- POLICY T 8.4    Reduce barriers for biking, walking, and transit. Reduce barriers for pedestrians, bicyclists, transit users, and those using mobility devices while maintaining compatibility with surrounding land uses through design standards and transportation system investments.
- POLICY T 8.5    Expand access to transit and multi-modal options. Expand access to multi-modal transportation options, including local and regional transit service, to areas of the City that have been under-served historically relative to demand.
- POLICY T 8.6    Benefits and burdens. Consider disparate impacts on local property owners when siting transportation facilities.
- POLICY T 8.7    Education and awareness. Support efforts to build awareness of transportation resources and options across all of the City's diverse communities.
- POLICY T 8.8    Americans with Disabilities Act. Construct and pursue retrofit of transportation facilities to conform to the requirements of the Americans with Disabilities Act to ensure that transportation facilities are accessible to people of all ages and abilities.



## TRANSPORTATION (T) GOAL 9 – FUNDING

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*Provide adequate funding for transportation system maintenance and enhancement.*

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- POLICY T 9.1     Transportation Financing Plan. Develop and maintain an overall Transportation Financing Plan that addresses planned long-term investments, prioritizes investments to meet community goals, and identifies stable funding sources and mechanisms.
- POLICY T 9.2     Capital improvement program. Develop and maintain a prioritized capital improvement program for transportation projects.
- POLICY T 9.3     Leverage public and private investments. Identify opportunities to make public transportation investments that complement and leverage other public and private capital investments.
- POLICY T 9.4     Diverse revenue sources. Provide a cost-effective transportation system with a variety of revenue sources.
- POLICY T 9.5     Non-traditional funding sources. Support exploration of creative, non-traditional transportation funding sources that align with City needs and priorities.
- POLICY T 9.6     Maintenance funding. Include applicable transportation maintenance expenditures in short and long-term financing and capital improvement planning, and consider long-term maintenance costs as part of any proposed capital improvement project.
- POLICY T 9.7     Collaboration. Identify opportunities for partnerships and collaboration between departments and agencies to share resources and ease mutual financial and/or resource burdens where appropriate.

## Chapter 15: Area-Specific Plans

Section 24: Station Community Planning Areas

Section 25: NE 28<sup>th</sup> Avenue/East Main Street Plan Area

Section 26: Hillsboro Tanasbourne Community Plan

Section 27: Witch Hazel Village Community Plan

Section 28: Downtown Framework Plan

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Please see Comprehensive Plan for information regarding each specific planning area.