



APPENDIX A: PLANS AND POLICIES REVIEW

City of Hillsboro Transportation System Plan Update PLAN AND POLICY REVIEW

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To: Project Management Team

Cc: Transportation System Plan Advisory Committee

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Project: City of Hillsboro Transportation System Plan Update

Subject: Hillsboro TSP Task 2.1.1: Plan & Policy Review

PURPOSE AND CONTENT OF MEMORANDUM

This memorandum summarizes the plans, policies, targets and standards that are applicable to the City of Hillsboro Transportation System Plan (TSP) update. The City's current TSP will serve as the foundation for the update process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2040. As new strategies for addressing transportation needs are proposed, compliance and coordination with the plans, policies, and regulations described in this document will be necessary. The City will be adopting the TSP as an element of the Comprehensive Plan through a legislative, Type IV procedure. Written findings demonstrating that the updated TSP complies with applicable criteria summarized here will be necessary to support TSP adoption.

The following plans and policies were reviewed:

State Plans and Regulations

- Oregon Transportation Plan (updated 1999, 2006)
- Oregon Highway Plan (updated 2006)
- Oregon Bicycle and Pedestrian Plan
- Oregon Aviation Plan (2007)
- Oregon Resilience Plan (2013)
- ODOT Highway Design Manual
- Oregon Access Management Rules (OAR 734-051)
- Transportation Planning Rule (OAR 660-012)



- 2015 - 2018 State Transportation Improvement Program (STIP)

Regional Plans and Policies

- Metro Regional Framework Plan
- Metro 2040 Growth Concept
- Metro Urban Growth Management Functional Plan (UGMFP)
- 2014 Regional Transportation Plan (RTP)
- Regional Transportation Functional Plan (RTFP)
- Metro Climate Smart Strategy (2014)
- Regional High Capacity Transit Plan, 2035 Summary Report
- Metro Non-Single Occupancy Vehicle (SOV) Target Actions Study
- Metro Regional Trails and Greenways System (2014)
- TriMet Westside Service Enhancement Plan (2013)
- TriMet Pedestrian Network Analysis Project (2012)
- TriMet Coordinated Transportation Plan for Elderly and People with Disabilities (2012)
- TriMet 2015 Transit Investment Priorities

For local plans and policies, see Table 4 of this memo. This table provides a list of all local plans and policy documents that were reviewed, along with a brief description of how that document is relevant to the Hillsboro TSP update.

The following review will help to guide the update process by highlighting key requirements and standards, identifying any inconsistencies in the 2004 TSP, and locating gaps that need to be resolved to meet the key requirements and standards. A companion memorandum, the Regulatory Review (Task 2.1.2), will more specifically detail how regulatory requirements will be addressed through the TSP update process.

KEY FINDINGS

- The updated Oregon Highway Plan mobility policy (Policy 1F) embodies more flexibility for meeting mobility “targets” for state highways.
- Significant updates to the Oregon Bicycle and Pedestrian Plan are being adopted. The timing may be right to ensure new state policy is reflected in the Hillsboro TSP update.
- The Transportation Planning Rule has been updated since the last Hillsboro TSP update. This is true also for the Metro Regional Transportation Functional Plan. The TSP update’s Regulatory Review assesses Hillsboro’s consistency with both documents and makes recommendations for policy and code language to ensure compliance.

- This TSP update will need to consider local Climate Smart Strategies that were adopted by Metro in 2014.
- There are a number of local plans that have been adopted subsequent to the last major TSP update in 2004. A number of those plans have already been incorporated into the current TSP and development code through minor amendments. For adopted plans that are not currently reflected in the TSP, policies, standards and recommendations that have an impact on the transportation system will be considered for consistency as part of this TSP update. (See Table 4 in this memorandum.)

STATE PLANNING DOCUMENTS

OREGON TRANSPORTATION PLAN (1992, UPDATED 1999, 2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan that addresses the future transportation needs of the State of Oregon through the year 2030. The primary function of the OTP is to establish goals, policies, strategies and initiatives that are translated into a series of modal plans, such as the Oregon Highway Plan and Oregon Bike and Pedestrian Plan. The OTP considers all modes of Oregon's transportation system, including Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. It assesses state, regional, and local public and private transportation facilities. In addition, the OTP provides the framework for prioritizing transportation improvements based on varied future revenue conditions, but it does not identify specific projects for development.

The OTP provides broad policy guidance and sets seven overarching goals for the state.¹ Through these goals and associated policies and strategies, the OTP emphasizes:

- Maintaining and maximizing the assets in place
- Optimizing the performance of the existing system through technology
- Integrating transportation, land use, economic development and the environment
- Integrating the transportation system across jurisdictions, ownerships and modes
- Creating sustainable funding
- Investing in strategic capacity enhancements

¹ The seven goals are Goal 1 – Mobility and Accessibility; Goal 2 – Management of the System; Goal 3 – Economic Vitality; Goal 4 – Sustainability; Goal 5 – Safety and Security; Goal 6 – Funding the Transportation System; Goal 7 – Coordination, Communication, and Cooperation, Oregon Transportation Plan pages 43-72.

Applicability to Hillsboro:

Consistent with OTP policy, the TSP update will seek to enhance integration of the transportation system across modes and maximize the performance of the existing transportation system by, for example, the use of technology and system management before considering larger and costlier additions to the system. The following OTP policies and strategies are considered particularly relevant to Hillsboro's TSP update and transportation planning needs.

Policy 3.2 – Moving People to Support Economic Vitality - Develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

Strategy 3.2.2 – In regional and local transportation system plans, support options for traveling to employment, services and businesses. These include, but are not limited to, driving, walking, bicycling, ride-sharing, public transportation and rail.

Policy 3.3 – Downtowns and Economic Development –Provide transportation improvements to support downtowns and to coordinate transportation and economic strategies.

Strategy 3.3.1 – Coordinate private and public resources to provide transportation improvements and services to help stimulate active and vital downtowns, economic centers and main streets.

Strategy 3.3.2 – Integrate transportation planning and investments with state and local economic development strategies and plans.

Policy 4.1 – Environmentally Responsible Transportation System –Provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Strategy 4.1.2 – Encourage the development and use of technologies that reduce greenhouse gases.

Policy 4.3 – Creating Communities – Increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

Strategy 4.3.2 – Promote safe and convenient bicycling and walking networks in communities.

- Fill in missing gaps in sidewalk and bikeway networks, especially to important community destinations such as schools, shopping areas, parks, medical facilities, and transit facilities.
- Enhance walking, bicycling, and connections to public transit through appropriate community and main street design.
- Promote facility designs that encourage walking and biking.

1999 OREGON HIGHWAY PLAN (UPDATED 2011)

The Oregon Highway Plan (OHP) defines policies and investment strategies for Oregon's state highway system over the next 20 years by further refining the goals and policies of the OTP. The plan contains three elements: a vision element that describes the broad goal for how the highway system should look in 20 years; a policy element that contains goals, policies, and actions to be followed by state, regional, and local jurisdictions; and a system element that includes an analysis of needs, revenues, and performance measures. One of the key goals of the OHP is to maintain and improve safe and efficient movement of people and goods, while supporting statewide, regional, and local economic growth and community livability. This goal is implemented through policies and actions that guide management and investment decisions by:

- Defining a classification system for state highways;
- Setting standards for mobility;
- Employing access management techniques;
- Supporting intermodal connections;
- Encouraging public and private partnerships;
- Addressing the relationship between the highway and land development patterns; and,
- Recognizing the responsibility to maintain and enhance environmental and scenic resources.

Significant amendments to Policy 1F (which establishes mobility standards) of the OHP were adopted at the end of 2011. Those amendments were made to address concerns that state transportation policy and requirements have led to unintended consequences and inhibited economic development. Policy 1F now provides a clearer policy framework for considering measures other than volume-to-capacity (v/c) ratios for evaluating mobility performance. Also as part of these amendments, v/c ratios established in Policy 1F were changed from being standards to "targets." These targets are to be used to determine significant effect pursuant to Transportation Planning Rule, Section -0060.

Applicability to Hillsboro:

There are three state highways in Hillsboro that are subject to the framework established in the OHP: OR Highway 219, US Highway 26 (Sunset Highway), and OR Highway 8 (Tualatin Valley Highway). Sunset Highway and Tualatin Valley Highway are both classified as Statewide Highways² (Sunset Highway is a non-interstate freeway; Tualatin Valley Highway is not a freeway), which are defined as follows:

² Note: The current Hillsboro TSP states that Tualatin Valley Highway (ORE8) is classified by ODOT as a District Highway, not a Statewide Highway.

“Statewide highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal.”

Glencoe Road/1st Avenue (ORE 219) is classified as a District Highway, which are defined as:

“...facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements.”

Per the updated mobility targets in Policy 1F, the state mobility ratio targets applicable to the state highway system in Hillsboro are shown in the Table 1.³ The targets are based on Metro design type designations established in the 2040 Growth Concept. A description of the 2040 Growth Concept is provided in the Regional Planning Documents section of this memo.

³ Also Table 3.08-2 in the Regional Transportation Functional Plan.

Table 1: Volume to Capacity Ratio Targets for State Highways within Portland Metropolitan Region

VOLUME TO CAPACITY RATIO TARGETS FOR STATE HIGHWAYS INSIDE METRO		
Location	Target	
	1 st hour	2 nd hour
Regional Centers	1.1	.99
Main Streets		
Station Communities		
Corridors	.99	.99
Employment Areas		
Neighborhoods		
US 26 (west of Sylvan)		

THE OREGON BICYCLE AND PEDESTRIAN PLAN

The intent of the Oregon Bicycle and Pedestrian Plan (OBPP) is to provide safe and accessible bicycling and walking facilities in an effort to encourage increased levels of bicycling and walking. The plan was originally adopted in 1995 and reaffirmed as an element of the OTP in 2006. The plan comprises two parts: the OBPP plan document itself, which contains policies and strategies, and the Oregon Bicycle and Pedestrian Design Guide. The Design Guide was updated in 2011. ODOT is currently updating the OBPP and has released a November 2015 public review draft.⁴ Because it has not been updated since 1995, the updated OBPP will include a broader policy framework and be reviewed for consistency with OTP modal plan requirements, federal requirements, and the statewide planning program.

The existing OBPP provides background information, including relevant state and federal laws, and includes goals, actions, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. The plan states that bikeway and walkway systems will be established on state highways as follows:

- As part of modernization projects (bike lanes and sidewalks will be included);
- As part of preservation projects, where minor upgrades can be made;
- By restriping roads with bike lanes;
- With improvement projects, such as completing short missing segments of sidewalks;
- As bikeway or walkway modernization projects; and,

⁴ http://www.oregon.gov/ODOT/TD/TP/BikePed/DraftPlan_PublicReview.pdf

- By developers as part of permit conditions, where warranted.

The Design Guide is the technical element of the plan that guides the design and management of bicycle and pedestrian facilities on state-owned facilities. It has been designated as a companion piece to the Highway Design Manual and includes updated and innovative pedestrian and bicycle treatments.

Applicability to Hillsboro:

The policies and design guidance provided in the OBPP apply to state highway facilities in Hillsboro, which include:

- US Highway 26 (Sunset Highway)
- Oregon Highway 8 (Tualatin Valley Highway)
- Oregon Highway 219 (Glencoe Road/1st Avenue), south of Baseline

Policy and design guidance should also be considered in the TSP's local street standards and the bicycle and pedestrian system component.

OREGON AVIATION PLAN (2007)

The Oregon Aviation Plan (OAP) is a modal plan of the OTP that defines policies and investment strategies for Oregon's public use aviation system for the next 20 years. The plan addresses the existing conditions, economic benefits, and jurisdictional responsibilities for the existing aviation infrastructure. The plan contains policies and recommended actions to be implemented by Oregon Department of Aviation in coordination with other state and local agencies and the Federal Aviation Administration.

The OAP categorizes airports based on functional role and service criteria. The OAP identifies the Portland-Hillsboro Airport as a Category II – Urban General Aviation Airport. According to the OAP, these airports support all general aviation aircraft and accommodate corporate aviation activity including business jets, helicopters, and other general aviation activity. The primary users are business related and service a large geographic region, or they experience high levels of general aviation activity.

Applicability to Hillsboro:

The TSP update will consider access to the Portland-Hillsboro Airport in developing TSP policies and projects.

OREGON RESILIENCE PLAN (2013)

The Oregon Resilience Plan provides policy guidance and recommendations to protect lives and keep commerce flowing during and after a Cascadia earthquake and tsunami. The current seismic integrity of Oregon's multi-modal transportation - including bridges and highways, rail, airports, water ports, and public transit systems - is assessed in the plan. For transportation facilities, the study recommends prioritization

of seismic lifeline routes according to tiers with associated resilience targets. The report also identifies seismic vulnerabilities of critical facilities and resources and recommends options to improve transportation facility resiliency.

Applicability to Hillsboro:

None of the highways in Hillsboro are identified as part of the “Tier 1” transportation backbone system considered a high priority for resiliency (i.e., made resilient within 10 years in preparation for a catastrophic event).⁵ Sunset Highway is identified as a “Tier 2” Lifeline and is part of larger network that provides access to most urban areas and restores major commercial operations.⁶ Resiliency targets for Tier 2 Routes are to restore minimum level of service within 1-3 days, a functional level of service within 1-4 weeks, and restore the facilities to 90% capacity within 1-3 months. Portland-Hillsboro Airport is identified as a “moderate priority” for resiliency, as it is a classified Tier 2 airport that provides access to rural areas and will be needed to restore major commercial operations. Short-term recommendations in the plan include refining a strategy to provide service to coastal areas and other potentially isolated areas. Portland-Hillsboro Airport is included as one of the airports to be considered as part of the redundant first line of operational sites supporting lifeline highways.

ODOT HIGHWAY DESIGN MANUAL

The Highway Design Manual⁷ (HDM) provides uniform standards and procedures for ODOT and is used for all projects that are located on state highways. The HDM is in general agreement with the 2001 American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*. Some key areas where guidance is provided are the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation (3R) projects. Design standards for state highways are dependent on the highway’s functional classification and the project type. Chapter 6 addresses urban highway design (non-freeway), applicable to the state highways in the City of Hillsboro.

⁵ See Figure 5.23 –Map of Seismic Options Program: Tier 1 Routes

http://www.oregon.gov/OMD/OEM/osspace/docs/Oregon_Resilience_Plan_Final.pdf. This system was developed through an “interdependency effort” to select a multimodal transportation system that would provide the highest level of mobility to the largest area or to the highest population centers for the least cost.

⁶ See Figure 5.24 –Map of Seismic Options Program: Tier 2 & 3 Routes

http://www.oregon.gov/OMD/OEM/osspace/docs/Oregon_Resilience_Plan_Final.pdf.

⁷ ODOT Highway Design Manual: http://www.oregon.gov/odot/hwy/engservices/pages/hwy_manuals.aspx

Applicability to Hillsboro:

The HDM will be consulted for all projects on state highways in Hillsboro to determine design requirements, including the maximum allowable volume to capacity ratios for use in the design of highway projects.

ACCESS MANAGEMENT RULES (OAR 734-051)

OAR 734-051 governs the permitting, management, and standards of approaches to state highways to ensure safe and efficient operation of the state highways. ODOT has adopted the rules to establish procedures and criteria to govern highway approaches, access control, spacing standards, medians, and restriction of turning movements in compliance with statewide planning goals, in a manner compatible with acknowledged comprehensive plans and consistent with state law and the OTP. Any new street or driveway connections, as well as any changes to existing street or driveway connections, to state roads within the TSP study boundary must be in compliance with these rules by ODOT.

Applicability to Hillsboro:

State highways in Hillsboro are subject to the rules in OAR 734-051; those facilities are US 26, Tualatin Valley Highway (OR 8) and OR 219. Access management spacing standards for state highways vary depending on the classification of the highway, posted speed, annual average daily traffic numbers, and a number of other variables. Appendix C of the OHP contains access management standards; Tables 12 - 20 in Appendix C establish the applicable access spacing standards for the various categories of highway facilities. Hillsboro's updated TSP will articulate policy support for requiring future development to adhere to access management spacing standards for private and public approaches on statewide highways, as required by the Oregon Highway Plan and OAR 734-051.

TRANSPORTATION PLANNING RULE

Transportation System Planning in Oregon is required by state law as one of the 19 statewide planning goals (Goal 12 - Transportation). The Transportation Planning Rule (TPR), OAR Division 12, defines how to implement Goal 12. The TPR applies at the state, regional, and local level. The TPR requires:

- The state to prepare a TSP, referred to as the Oregon Transportation Plan (OTP);
- Metropolitan planning organizations to prepare a Regional Transportation Plan (RTP) consistent with the OTP; and
- Counties and cities to prepare local TSPs that are consistent with the OTP and RTP.

The overall purpose of the TPR is to provide and encourage a safe, convenient, and economical transportation system. The rule also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close

coordination with urban and rural development.⁸ The TPR directs TSPs to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit and drive less.

The TPR also requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions (OAR 660-012-0045(2))." This policy is achieved through a variety of measures, including:

- Standards to protect future operations of roads;
- A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;
- A process to apply conditions to development proposals to minimize impacts and protect transportation facilities, corridors or sites;
- Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads; and,
- Regulations assuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP. (See OAR 660-012-0060.)

Applicability to Hillsboro:

Hillsboro's TSP and land use regulations must be consistent with the current TPR, which was amended most recently in January 2012. Task 2.1.2 of this TSP update project will include a detailed assessment of Hillsboro's compliance with the TPR. That assessment will make recommendations to ensure the updated Hillsboro TSP and Community Development Code are consistent with applicable requirements established by the TPR. The updated TSP will be adopted as part of the Hillsboro Comprehensive Plan.

2015 - 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvement program that identifies funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems; multimodal projects (highway, passenger rail, freight, public transit, bicycle, and pedestrian); and, projects in the National Parks, National Forests and Native American tribal lands. Oregon's STIP covers a four-year construction period, but

⁸ Transportation Planning Rule, Section 660-012-0000

is updated every two years in accordance with federal requirements. The program currently approved is the 2015-2018 STIP.⁹

Applicability to Hillsboro:

Within the City of Hillsboro, the following projects are listed in the 2015-2018 STIP:

- Hillsboro Bike and Ride: bike and ride facility at the Orenco Station light rail stop, Key 17905, \$89,156
- Oak and Baseline: design option alternatives for traffic calming between South 1st St. and SE 10th St., Key 18004, \$557,227
- OR8 at OR219: systematic safety improvements, Key 18791, \$500,000
- US 26 (MP62-64.4): design for adding a travel lane in each direction between Cornelius Pass Rd and NW 185th Ave, Key 18806, \$33,388,036
- Rock Creek CNG Fueling Infrastructure: construct a natural gas fueling station, Key 19185, \$3,269,333
- NW Huffman St. and 253rd Ave: construct roadway on NW Huffman St. from 253rd Ave. to Brookwood Pkwy. and on NW 253rd Ave. from Meek Rd. to Evergreen Rd., Key 19465, \$12,070,000
- 2016 Region 1 Local Roads Signal Upgrades: signal safety enhancements and upgrades, Key 19528, \$1,602,672
- OR8 Minter Bridge Rd. to SW 331st Ave: paving, bridge rail retrofit and deck work, Key 15044, \$18,148,852
- OR8 at SW 185th Ave: install traffic separators, remove slip lane and rebuild signal, Key 17704, \$4,689,581
- OR8 at SE 44th and 45th Aves: pedestrian safety enhancements, Key 18793, \$504,000
- OR8 Corridor Safety and Access to Transit: improve safety, active transportation and transit operations, Key 18839, \$1,614,000

⁹ ftp://ftp.odot.state.or.us/outgoing/STIP/OnlineSTIP_Public.pdf

REGIONAL PLANNING DOCUMENTS

METRO REGIONAL FRAMEWORK PLAN

The Regional Framework Plan unites all of Metro's adopted land use planning policies and requirements. The plan addresses the following subjects:

- Management and amendment of the Urban Growth Boundary (UGB)
- Protection of lands outside the UGB for natural resource use and conservation, future urban expansion or other uses
- Urban design and settlement patterns
- Housing densities
- Transportation and mass transit systems
- Parks, open spaces and recreational facilities
- Water sources and storage
- Jurisdictional coordination
- Planning responsibilities mandated by state law
- Other issues of metropolitan concern

This document brings together these elements with previous regional policies, including the Regional Urban Growth Goals and Objectives, 2040 Growth Concept, Metropolitan Greenspaces Master Plan and Regional Transportation Plan to create a coordinated, integrated Regional Framework Plan.

Applicability to Hillsboro:

The Regional Framework Plan applies to areas within the Metro regional boundary and is implemented locally through the other Metro documents discussed below, which have more specific applicability to Hillsboro.

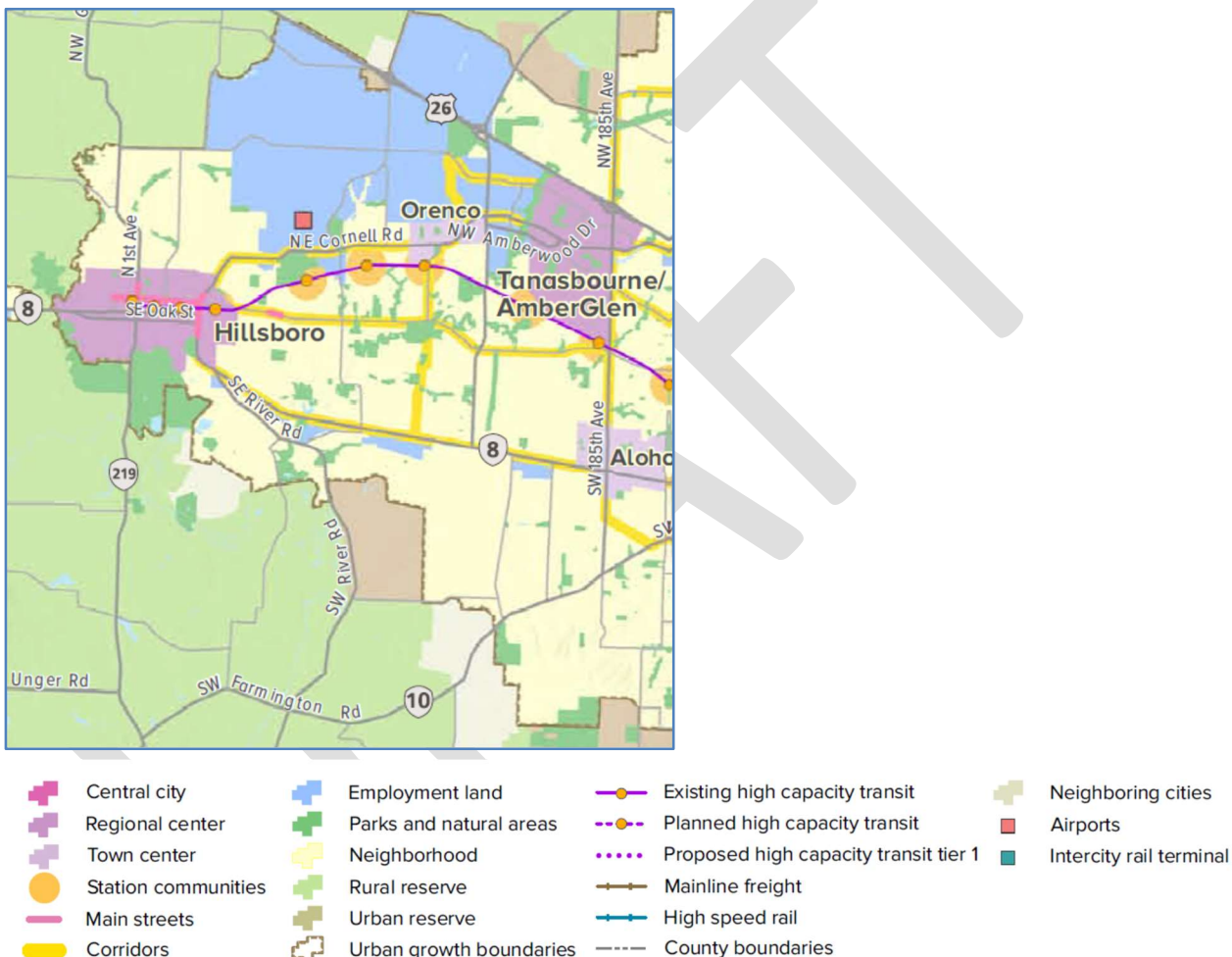
2040 GROWTH CONCEPT

In 1995, the Portland region adopted the 2040 Growth Concept, a long-range plan for managing growth. It is the unifying concept around which the Metro Regional Framework Plan is based. The 2040 Growth Concept contains a series of land-use building blocks for the region, called 2040 Design Types, arranged in a hierarchy that serves as a framework for prioritizing Regional Transportation Plan (RTP) investments and supports the UGB assumptions. From a transportation perspective, the 2040 Growth Concept aims to provide the best overall performance at the lowest cost of all alternative concepts evaluated. Metro's RTP incorporates the goals of the 2040 Growth Concept.

Applicability to Hillsboro:

Specific Design Type designations from the 2040 Growth Concept that apply in Hillsboro include: Regional Centers, Main Streets, Station Communities, Corridors, Employment Lands, Neighborhoods, and Parks and Natural Areas. Figure 1 shows the location of these Design Types. The specific actions required by cities to implement these design types are established in Title 6 of the Urban Growth Management Functional Plan, which is described below.

Figure 1 Hillsboro 2040 Growth Concept Design Types



URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN (UGMFP)

Metro's Urban Growth Management Functional Plan (UGMFP) contains the regional policies recommended and/or required for city and county comprehensive plans and implementing ordinances. The purpose of the functional plan is to implement regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan.

Applicability to Hillsboro:

The UGMFP includes a wide variety of requirements that are being addressed in the City's Comprehensive Plan update. The TSP must be coordinated with all elements of the UGMFP, which are too numerous to be listed here. Key provisions include:

- | | |
|---------|--|
| Title 1 | Requirements for Housing and Employment Accommodation – coordination of the population and employment assumption used for the TSP. |
| Title 4 | Industrial and Other Employment Areas - Protects the capacity and efficiency of the transportation system for movement of goods and services. |
| Title 6 | Centers, Corridors, Station Communities and Main Streets – Relevant to the Hillsboro TSP, Title 6 requires: adoption of a boundary for the Town Centers; analysis of regulatory barriers to mixed use, transit-supportive and pedestrian-friendly development; examination of incentives for mixed use, transit-supportive and pedestrian-friendly development; a plan to achieve the non-Single Occupancy Vehicle mode share targets; and a parking management program for Town Centers and Main Streets. Note: several of the above-listed Title 6 requirements are factors for making the City “eligible for the automatic 30 percent trip reduction credit” during the TSP’s transportation analysis in the Town Centers. The details of this provision should be explored more fully as the TSP progresses. ¹⁰ |

2014 REGIONAL TRANSPORTATION PLAN AND REGIONAL TRANSPORTATION FUNCTIONAL PLAN

The Regional Transportation Plan (RTP) provides the long-range blueprint for transportation in the Portland metro region and presents the overarching policies and goals, system concepts for all modes of travel, and strategies for funding and local implementation. The RTP has been shaped by the following desired outcomes for the region:

- Promote jobs and create wealth in the economy
- Reduce greenhouse gas emissions
- Improve safety throughout the transportation system
- Promote healthy, active living by making walking and bicycling safe and convenient

¹⁰ Transportation and Land Use Implementation Guidance for the Portland Metropolitan Region, A handbook for local implementation of the Regional Transportation Plan and the Urban Growth Management Functional Plan, Metro, October 2011, see pages 14-18 for full description of Title 6 requirements.

- Move freight reliably and make transportation accessible, affordable, and reliable for commuting and everyday life
- Promote vibrant communities while preserving farm and forest land

The RTP establishes performance targets for safety, congestion, freight reliability, climate change, active transportation, sidewalk/trail/transit infrastructure, clean air, travel, affordability, and access to daily needs (see Table 3).

Table 3: Regional Transportation Performance Targets

Objective	Target by 2040
Safety	Reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 - 2011 average.
Congestion	Reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.
Freight reliability	Reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.
Climate change	Reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
Active transportation	Triple walking, biking and transit mode shares compared to 2010 modeled mode shares.
Basic infrastructure	Increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
Clean air	Ensure zero percent population exposure to at-risk levels of air pollution.
Travel	Reduce vehicle miles traveled per person by 10 percent compared to 2010.
Affordability	Reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
Access to daily needs	Increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005.

The Regional Transportation Functional Plan (RTFP) directs how jurisdictions should implement the RTP through their TSP and other land use regulations. The RTFP establishes requirements for local plans in order to be consistent with the RTP. The RTFP provides guidance on several areas including transportation design for various modal facilities, contents of system plans, regional parking management plans and amendments to comprehensive plans. The following directives specifically pertain to updating local TSPs:

- Include regional and state transportation needs identified in the 2035 RTP along with local needs.

- Ensure local needs are consistent with RTP in terms of land use, system maps and non-SOV modal targets.
- When developing solutions, consider a variety of strategies, in the following order:
 - TSMO (Transportation System Management Operations)
 - Transit, bicycle and pedestrian projects
 - Traffic calming
 - Land use strategies in OAR 660-012-0035(2)¹¹
 - Connectivity, including pedestrian and bicycle facilities
 - Motor vehicle capacity projects
- Ensure parking regulations are consistent with the RTFP.

In addition, the RTFP clarifies that local jurisdictions can propose alternate performance and mobility standards if these changes are consistent with regional and statewide planning goals and can propose regional projects as part of the RTP update process.

The RTP was updated in 2014; this was a limited update¹² and included the following:

- Updated Arterial and Throughway policies and design concepts, primarily intended to incorporate more active transportation (walking and biking) elements
- Added an integrated active transportation concept with ten guiding principles
- Updated Pedestrian and Bicycle policies and concepts
- Updated and added Regional Bicycle and Pedestrian Functional Classifications
- Added new design guidelines for pedestrian and bicycle facilities
- Updated performance measure baseline data
- Updated project list

The requirements of the RTFP have not been updated to reflect the 2014 RTP. However, Metro is expecting local TSPs that will be updated and adopted prior to 2018 (and the completion of the next RTP update) to reflect the 2014 RTP.

¹¹ This section of the Transportation Planning Rule requires Metro area jurisdictions to evaluate land use designations, densities, and design standards to meet local and regional transportation needs.

¹² A major focus of the 2014 update was on meeting Federal Clean Air requirements and incorporating select regional initiatives, including the Regional Active Transportation Plan and Regional Safety Plan. The next RTP update, which is required to be adopted by 2018, is expected to be a more expansive effort that involves broader public discussion of plan policies and projects.

Applicability to Hillsboro:

The updated Hillsboro TSP's outcomes and recommendations will need to be consistent with goals, policies, and performance targets in the RTP. The plan update will be guided by the more specific implementation measures outlined in the RTFP. In addition, because the 2014 RTP updates are not reflected in the current RTFP, the planning process will need to consider the updated RTP elements and ensure they are reflected by the TSP. Metro has provided guidance on how TSPs can ensure consistency with the 2014 RTP, generally through new and revised local policy language and code amendments. Task 2.1.2 of this TSP update will include a detailed assessment of Hillsboro consistency with the RTFP. This assessment will include specific recommendations regarding plan and code amendments needed to align the Hillsboro TSP and code with the RTFP.

METRO CLIMATE SMART STRATEGY

The Metro Council adopted the Climate Smart Strategy in December 2014 to respond to a state mandate¹³ to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. The strategy affirms and reflects the region's shared commitment to provide more transportation choices, keep air clean, build healthy and equitable communities and grow the economy, while at the same time reducing greenhouse gas emissions. The Climate Smart Strategy is built around ten policy areas. Policy area focus includes making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and, making streets and highways safe, reliable and connected. The strategy also includes a "toolbox" that lists supporting actions that can be taken by the state, Metro, cities, counties, and public agencies in the next five years to begin implementation and performance targets for progress monitoring.¹⁴

Applicability to Hillsboro:

The City of Hillsboro was an active participant in the development of the Climate Smart Strategy and through that process affirmed that the City can help meet greenhouse gas emission targets through the implementation of current adopted land use plans and policies. The TSP process provides the City another opportunity to review the strategy's Toolbox of Possible Actions, to confirm actions that continue to be

¹³ House Bill 2001, adopted by the 2009 Legislature, directed the Land Conservation and Development Commission (LCDC) to adopt administrative rules to guide Metro and local governments in the Portland metropolitan area in the selection and implementation of a land use and transportation scenario that meets the greenhouse gas (GHG) reduction target adopted by LCDC in May 2011. Metro and Central Lane MPO are the only two Oregon MPOs required by the State to undertake scenario planning work; other MPOs in the State may voluntarily undertake a "Strategic Assessment" to evaluate what the metropolitan area may look like in the future given the area's adopted plans. See http://www.oregon.gov/ODOT/TD/OSTI/Pages/scenario_planning.aspx.

¹⁴ http://www.oregonmetro.gov/sites/default/files/CSC_toolbox-actions2014_12_09.pdf Note that these are short-term actions; medium and longer-term actions will be identified during the next update to the Regional Transportation Plan, scheduled for 2016-18.

supported by the City's TSP and consider potential new actions that can be adopted locally to support regional goals.

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN, 2035 SUMMARY REPORT

The Regional High Capacity Transit (HCT) System Plan is a component of the 2035 Regional Transportation Plan. The Regional HCT System Plan is designed to focus on the frequent, fast, and high capacity element of the public transit system (other transit system functions, including local bus, paratransit, streetcar, and frequent bus are included in the RTP). High capacity transit is characterized by exclusive right of way and routes with fewer stops.

The Regional HCT System Plan is not intended as a review of the regional transit structure or its management, or a complete service analysis of the existing HCT system. Rather, the plan aligns HCT project advancement in a way that supports and enhances the goals of the RTP and regional 2040 Growth Concept.

Applicability to Hillsboro:

There are three high capacity transit corridors identified in the HCT that affect Hillsboro.¹⁵ They are:

- Corridor 17: Sunset Transit Center to Hillsboro - identified as a next phase regional priority corridor
- Corridor 32: Hillsboro to Beaverton - identified as a next phase regional priority corridor
- Corridor 12: Hillsboro to Forest Grove - identified as a developing regional priority corridor

"Next phase" regional priority corridors are "corridors where future HCT investment may be viable if recommended planning and policy actions are implemented".¹⁶ The corridors are mapped and described at a generalized level. The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis, and through a series of local and regional actions.¹⁷ Potential local actions described in the plan include: developing a corridor problem statement; defining the corridor extent; assessing the corridor against system expansion targets; and creating land use/TOD plans for centers and stations.

"Developing" regional priority corridors are corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential due to political aspirations to create HCT supportive built form.

¹⁵ Going Places Map: http://www.oregonmetro.gov/sites/default/files/adopted_hct_regionalmap.pdf

¹⁶ Regional High Capacity Transit System Plan, 2035, Summary Report, Metro, June 2010, page 23.

¹⁷ Regional HCT Plan, see 22-30.

METRO NON-SINGLE OCCUPANCY VEHICLE (SOV) TARGET ACTIONS STUDY

The RTP established regional mode share targets that are intended to be goals for cities and counties to work toward during implementation of the 2040 Growth Concept at the local level. Increases in walking, bicycling, ridesharing and transit mode shares will be used to demonstrate compliance with per capita travel reductions required by the state Transportation Planning Rule. The following modal targets apply to RTP land uses in Hillsboro:¹⁸

- Regional Centers, Corridors and Main Streets: Non-drive alone modal target of 45 to 55 percent
- Neighborhoods and employment areas: Non-drive alone modal target of 40 to 45 percent

As required by the RTP and the TPR, jurisdictions within the Metro region must adopt policies and actions that encourage a shift towards non-SOV modes. The following summarizes the non-SOV strategy requirements for local jurisdictions to implement:¹⁹

- Adopt 2040 modal targets in TSP policies
- Adopt street connectivity plans and implementing ordinances
- Adopt maximum parking ratios to implement the parking requirements of Title 2 of the Urban Growth Management Functional Plan
- Adopt transit strategies, including planning for adequate transit facilities and service; pedestrian facility planning and infrastructure that support transit use; location and design of buildings in transit zones that encourages transit use; and adoption of a transit system map, consistent with Metro requirements.

Applicability to Hillsboro:

In addition to the requirements listed above, the Hillsboro TSP must also consider the following regional strategies:²⁰

- Continue to require transportation-efficient development through efforts to meet density and other land use targets in centers and corridors as part of compliance with Metro Functional Plan and related requirements.

¹⁸ Also RTFP Table 3.08-1 Regional Non-SOV Modal Targets.

¹⁹ From Metro's 2005 non-SOV Target Actions Study, *Evaluation of Potential Measures for Achieving Modal Targets*.

²⁰ From Metro's 2005 non-SOV Target Actions Study, *Evaluation of Potential Measures for Achieving Modal Targets*.

- Construct bicycle and pedestrian projects, consistent with state, federal and local government requirements. Local governments and Metro should prioritize projects that enhance connectivity of the bicycle and pedestrian system and access to transit.
- Continue to support TriMet and other transit agencies in providing frequent, reliable and comprehensive transit service, and local implementation of pedestrian and bicycle infrastructure to improve access to transit. Credit local jurisdictions with efforts to support transit agencies in these efforts.
- Support and encourage efforts to implement employer-based TDM strategies. Coordinate with employers even in areas where the formation of TMAs is not required.
- Encourage and assist in implementing parking cash-out programs or other techniques to eliminate employer subsidies for parking. Consider requiring local governments to eliminate free employee parking and provide informational materials and technical assistance to employers interested in implementing such programs.
- Support and coordinate Safe Routes to School programs and projects. Local jurisdictions and Metro should support and help coordinate these efforts through project funding and technical assistance.

METRO 2014 REGIONAL TRAILS AND GREENWAYS

The Regional Trails and Greenways plan is Metro's long range vision for a system of interconnected trails and greenways spanning the 25-city, three-county region and beyond. The plan is updated regularly and describes trails/greenways that are existing, planned or proposed. Planned trails are those that have already gone through significant planning processes; they have exact alignments and are ready to be designed, permitted and built. Proposed trails are more conceptual and still need a master planning process in order to determine alignments and design. Overall, the plan calls for a 1,000-mile network of regional trails. As of 2014, about 35% percent of those trails are complete.

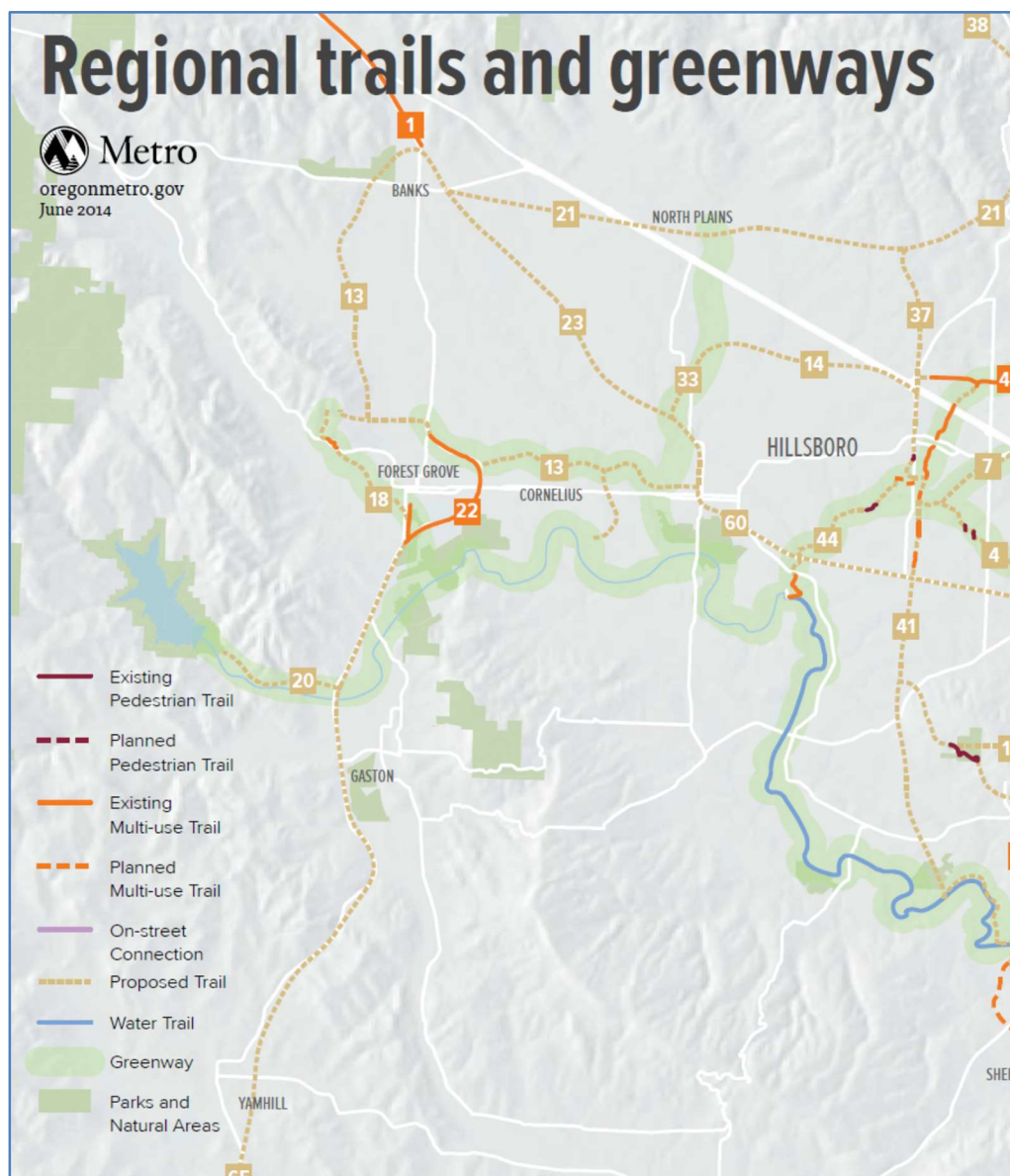
Metro's Regional Trails Plan is contained in two documents: the Regional Trails and Greenways publication (2014)²¹ and the Regional Trails and Greenways Map (2014)²²

The Regional Trail System map is shown in Figure 2.

²¹ www.oregonmetro.gov/sites/default/files/2014%20Regional%20Trails%20and%20Greenways%20publication.pdf

²² http://www.oregonmetro.gov/sites/default/files/2014_regional_trails_and_greenways_map.pdf

Figure 2 Metro Regional Trails and Greenways



Applicability to Hillsboro:

The following proposed trails in the Metro Regional Trails and Greenways plan are relevant to the Hillsboro TSP update:

- Trail 4, Beaverton Creek Trail: From the confluence of Beaverton and Rock creeks in Hillsboro, this trail will connect to downtown Beaverton and the Fanno Creek Trail. The trail traverses Tualatin Hills Nature Park (7 miles).

- Trail 7, Bronson Creek Trail: Bronson Creek is an important tributary of Rock Creek and the Tualatin River. The Bronson Creek Trail will pass next to a number of large wetlands and natural areas (5 miles).
- Trail 13, Council Creek Trail: Multiple jurisdictions, including Hillsboro, have worked to develop a Master Plan for the Council Creek Trail²³. Starting in central Hillsboro, the trail will extend 15 miles through Washington County, Cornelius and Forest Grove to the junction of the Banks to Vernonia Trail in Banks – and provide a connection to Stub Stuart State Park.
- Trail 14, Crescent Park Trail: Hillsboro envisions a trail loop encircling the city. Following McKay and Waible creeks; the Crescent Park Trail will form the northern portion of the loop (7 miles).
- Trail 23, Hillsboro to Banks Trail: This trail will follow a railroad corridor through farmland from Hillsboro to Banks (9 miles).
- Trail 33, McKay Creek Greenway: Metro's 1992 Greenspaces Master Plan envisioned a protected habitat corridor following McKay Creek from North Plains to the Tualatin River (5 miles).
- Trail 37, Oregon Electric Railway Trail: This future north-south trail will follow a former railroad corridor next to Cornelius Pass Road from Orenco to Helvetia (5 miles).
- Trail 41, Reedville Trail: This proposed north-south trail in Washington County will follow a power transmission corridor connecting the Rock Creek Trail in Hillsboro to the Tualatin River Greenway. Short sections of this trail are built in Reedville (9 miles).
- Trail 44: Rock Creek Trail (near completion): A scenic greenway from Bethany to Hillsboro; will connect to the Tualatin River Greenway in Rood Bridge Park when completed (12 miles).
- Trail 60, Tualatin Valley Trail: Following Tualatin Valley Highway and the railroad corridor on the south side of the road, this multi-use trail will connect Beaverton to Hillsboro (12 miles).

Hillsboro adopted an updated Trails Master Plan in October 2015²⁴ that is intended as a guide for trail development over the next 25 to 50 years. The Trails Master Plan is generally consistent with the Metro Regional Trails and Greenways plan.

TRIMET WESTSIDE SERVICE ENHANCEMENT PLAN (2013)

The Westside Service Enhancement Plan outlines a future vision for transit in Beaverton, Hillsboro, Cornelius, Forest Grove and areas of Washington County, north of Scholls Ferry Rd. The plan aligns future improvements with current and projected needs by recommending better transit connections, improved frequency, safer pedestrian facilities, and increased access to jobs and community services. The plan also

²³ <http://www.oregonmetro.gov/council-creek-regional-trail-master-plan>

²⁴ <http://www.ci.hillsboro.or.us/modules/showdocument.aspx?documentid=8296>

highlights opportunities to partner with local jurisdictions and the private sector to make it easier for people to reach and use transit. The plan identifies:

- Near-term service enhancements that can be made with little or no additional cost
- Long-term service improvements and expansion when revenues allow
- Opportunities for partnering with the public and private sectors to improve access to transit including walking and biking to bus, MAX and WES

Implementation of the plan recommendations are expected to occur incrementally as TriMet's revenues increase with an improved economy and favorable labor contracts. Jurisdictions can help guide which plan recommendations occur first by making plans to fund pedestrian and transit priority improvements. Ridership growth is most likely to occur if service improvements are packaged with upgrades to the pedestrian environment.

Applicability to Hillsboro:

The plan identifies several opportunities for enhancement that are relevant to Hillsboro:

- Extend MAX Red Line service to Hillsboro
- Realign bus service from North Hillsboro to South Hillsboro to better connect with areas of development and growth, and with MAX and other frequent service lines
- Realign bus service between Rock Creek PCC campus and South Hillsboro
- Extension of bus service from Willow Creek to North Hillsboro industrial area
- New bus line between downtown Hillsboro and downtown Beaverton

The plan also recommends pedestrian improvements that will help support these transit enhancement actions. The Transit Master Plan (Figure 1-4) in the current TSP will be updated to reflect the enhancement opportunities listed above and will consider improvements that support transit service enhancements, including identifying connections and projects that improve pedestrian access to transit.

TRIMET PEDESTRIAN NETWORK ANALYSIS PROJECT (2012)

TriMet (in conjunction with multiple agencies and jurisdictions, including Hillsboro) developed the Pedestrian Network Analysis Project as an objective, data-driven system for prioritizing places around the region where pedestrian infrastructure investments will provide safer and more comfortable access to transit. The effort was designed to prioritize pedestrian safety, provide cost-effective solutions, reduce greenhouse gas emissions and create places people like to walk. The analysis focused on ten key areas identified as high need/high opportunity. Based on the analysis, policy recommendations were made to help implement pedestrian and transit investments.

Applicability to Hillsboro:

One of the ten focus areas was the Tanasbourne Town Center in Hillsboro. The analysis provides five actions to make this area safer, easier and more comfortable for walking:

- Shorten crossing distances and provide more crossing time at the intersections of NW 185th with NW Cornell Rd and NW Evergreen Pkwy. Consider other signal treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, and right turn on red restrictions. Curb radius reduction and crossing island treatments should also be considered to shorten crossing distances.
- Consider crossing treatments (pedestrian refuges, warning signs, etc) at the driveway into the Tanasbourne Town Center on NW Stucki Ave.
- Build sidewalks along NW Walker Rd. between Amberglen Pkwy and 185th Ave. Include a landscape buffer between the sidewalk and street.
- Provide ADA accessible landing pads at bus stops along Evergreen Pkwy.

The specific recommendations of the Pedestrian Network Analysis Project will be considered as part of the TSP analysis.

TRIMET COORDINATED TRANSPORTATION PLAN FOR ELDERLY AND PEOPLE WITH DISABILITIES (UPDATED 2012)

This plan, first drafted by TriMet in 2006, describes TriMet's vision for a transit system that will "provide a full range of options for elders and people with disabilities, foster independent and productive lives, strengthen community connections, and strive for continual improvement of services through coordination, innovation, and community involvement."²⁵ The plan describes existing services, establishes guidelines for service, identifies gaps in service, and outlines strategies that will be used to fill those gaps and increase service where it is needed. Those strategies include:

- Maintain existing services and programs
- Expand or establish new services and programs
- Encourage use of fixed route transit service
- Enhance pedestrian access and implement land use improvements
- Promote coordination among service providers
- Improved information and outreach

²⁵ <https://trimet.org/pdfs/publications/elderly-and-disabled-plan.pdf>

Applicability to Hillsboro:

The plan identifies Hillsboro as a high-frequency and local TriMet service area and notes that there are gaps where service in Hillsboro does not meet the guidelines (see plan Figure 3-2). Specifically, weekday and weekend services for two categories of users fall short of meeting the guidelines: users who are not ADA eligible but have some difficulty accessing transit and users who need significant assistance to use transit. The strategies identified in this plan will be considered in identifying transit-related projects and policies for the updated TSP.

TRIMET 2016 TRANSIT INVESTMENT PRIORITIES

The Transit Investment Priorities (TIP) document lays out TriMet's strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects, and customer information. The TIP is a rolling five-year plan that is updated annually. The current version is for fiscal year 2016 (July 2015 - June 2016). Over the long term, the TIP priorities are to:

1. Build the Total Transit System—safe, secure trips on frequent, reliable and convenient service, easy access to transit, amenities at stops and stations, and clear customer information.
2. Expand high-capacity transit—Invest in MAX Light Rail, Commuter Rail, Bus Rapid Transit and Streetcar service along key corridors to connect Regional Centers.
3. Expand Frequent Service—Add to TriMet's network of bus lines that run every 15 minutes or better, every day.
4. Improve Local Service—Work with local jurisdictions to improve transit service in specific local areas.

Applicability to Hillsboro:

The TIP identifies a new North Hillsboro Job Connector transit service that will “link to the growing jobs and work shifts in the North Hillsboro area.”²⁶ This line is intended to address the “last mile” connection issue in suburban employment and community areas. This new service is anticipated to be in operation by fall of 2016.

²⁶ TriMet TIP: <http://trimet.org/tip/>

LOCAL PLANNING DOCUMENTS

There are a number of local planning documents that contain policies and regulations that are relevant to the Hillsboro TSP update. Generally, the TSP update will need to ensure that the policies, projects and design elements contained within these local documents are considered in the development of the new TSP and, where appropriate, reflected or included in the TSP so that there are not any inconsistencies between adopted plans. This is particularly true for local documents that were adopted subsequent to the last TSP update.

Table 4 below provides a list of local planning documents that were reviewed and indicates how each is relevant to the TSP update, using five general categories with the following column headings:

- Policies: Indicates that the document contains policies that will need to be reflected in the TSP update.
- Design standards: Indicates that the document includes design standards for transportation facilities (street cross sections, for example).
- Active transportation & connectivity: Indicates that the document contains policies and/or standards relating to active transportation and connectivity (biking, walking and transit policies primarily).
- Project list: Indicates that the document includes a list of specific planned projects that will need to be incorporated into the updated TSP project list.
- Community Development Ordinance: Indicates that amendments/updates to the Hillsboro Community Development Code (CDC) may be necessary as part of the TSP update to ensure consistency with the document.

Note that all documents included in the table have some relevancy to the TSP update and should be considered in this process, but not all documents listed have been legislatively adopted. The “Comments” column provides a brief explanation of relevancy to the TSP planning process.

Table 4: Local Planning Documents

Local Plans and Regulations	Policy	Design Standards	Active Transp./ Connectivity	Project List	Community Development Code	Comments
Design and Construction Standards (D&C)		x				See section 220 for Roadway Design
Washington County TSP	x	x	x	x	x	Consider all policy, standards, projects
Washington County Capital Improvement Plan (CIP)				x		Check latest list for projects and costs
Hillsboro 2035 Community Plan	x					Consider transportation-related Initiatives and Actions
Hillsboro Comp Plan	x	x	x	x		Currently updating Goals & Policies to be adopted in new Comp Plan and TSP
Hillsboro TSP 1999	x	x	x	x	x	Core areas updated in 2004; also see D&C for standards
Hillsboro TSP 2004	x	x	x	x	x	Upcoming amendment to maps and projects in 2016
Hillsboro Capital Improvement Plan (CIP)				x		Check project list and cost in future CIPs (in City Adopted Budget)
Hillsboro Community Development Code (CDC)		x	x		x	Adopted in 2014; added transportation analysis and decision-making guidelines in Procedures section
AmberGlen Community Plan	?	x	x	x		Planned network and projects amended into TSP; latest standards in CDC
South Hillsboro Community Plan	?	x	x	x		Planned network and projects amended into TSP; latest standards in CDC; incorporate latest project costs
Parks and Trails Master Plan	?	x	x	x		Adopted Oct 2015
Tanasbourne Community Plan	x					Adopted by resolution only; be aware of goals and visions
Witch Hazel Village Community Plan	?	x	x	x		Planned network and projects amended in TSP; cross section standards NOT in CDC
Downtown Framework Plan	x		x			Latest standards in CDC 12.61
Helvetia Concept Plan	x	x	x	x	x	See TSP for network; D&C for standards

Local Plans and Regulations	Policy	Design Standards	Active Transp./ Connectivity	Project List	Community Development Code	Comments
Evergreen Concept Plan	x	x	x	x	x	See TSP for network; D&C for standards
North Hillsboro Industrial District	x	x	x	x		No adopted plan; see Helvetia Concept Plan and Evergreen Concept Plan
Orenco District		x	x		x	See CDC 12.62
TV Highway Corridor Plan		x	x	x		City Council did not adopt