

CITY OF HILLSBORO



November 23, 2009

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request to revise Transportation Actions 20 and 21 and notice of additional letters received as they relate to the adoption of the AmberGlen Community Plan – Case File No. HCP 4-09

Revise Transportation Actions 20 and 21

Staff requests that Transportation Actions 20 and 21 be revised to include new text as shown in italics below:

Action 20: Initiate and fund development of an Interchange Area Management Plan (IAMP) *or equivalent public multi-jurisdictional process* for the NW 185th Avenue interchange with US Highway 26 for adoption by the City of Hillsboro, *Washington County, other local governments as appropriate*, and the Oregon Department of Transportation (ODOT) to address, among other things, issues outlined in the AmberGlen Traffic Analysis and Summary and to identify improvements to the state and local street network needed to protect interchange and local street network functions based on adopted local land use plans. Ensure a transparent public process as identified by ODOT in the IAMP Guidelines.

Action 21: Amend the City's Transportation System Plan to include street improvements and access management policies identified in the Interchange Area Management Plan *or equivalent multi-jurisdictional process* for the NW 185th Avenue interchange with US Highway 26 (Action 20), and functional classifications identified in the AmberGlen Transportation Concept. Coordinate with Washington County to ensure consistency with the Washington County Transportation Plan, and with Metro to ensure consistency with the Regional Transportation Plan.

The revisions acknowledge comments made by Oregon Department of Transportation (ODOT) staff at a meeting on November 20, 2009 with City of Hillsboro staff. Based on a preliminary review of the AmberGlen Community Plan Traffic Analysis, ODOT staff noted that an Interchange Area Management Plan (IAMP) may not be required.

According to *Interchange Area Management Plan Guidelines* (ODOT, July 2006), circumstances where an IAMP would be required include through a directive from the Oregon Transportation Commission to condition funding approval, to address concerns for protecting a particular existing interchange, or when the ODOT region office determines the IAMP is necessary for planning purposes or project development support.

ODOT *Interchange Area Management Plan Guidelines* outline IAMP public involvement plan requirements. These include establishing a Technical Advisory Committee and Citizens/Stakeholders Advisory Committee and identifying methods for obtaining input. Also, public meetings or workshops should be held throughout the preparation of the IAMP. A public hearing would be required for adoption of the IAMP by the City as a refinement to the Transportation System Plan (as the transportation element of the comprehensive plan).

Letters Received Subsequent to November 19, 2009

Letters received subsequent to November 19, 2009 are provided for your review and included in the record.

Respectfully submitted,

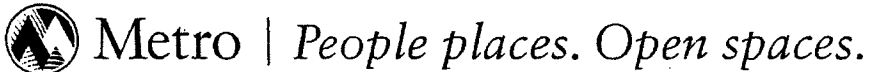
CITY OF HILLSBORO PLANNING DEPARTMENT



Paige Goganian, AICP, AIA
Urban Design Planner

Attachments:

Letter from METRO, dated November 19, 2009



11-23-09A11:52 RCVD

November 19, 2009

Colin Cooper, AICP
Current Planning Manager
City of Hillsboro
150 E. Main St. 4th Floor
Hillsboro, OR 97123

Dear Colin:

This letter is a response to the recently submitted transportation element of the AmberGlen Community Plan. Previously, our review did not encompass the Transportation Element, as significant transportation modeling work was not yet complete.

Metro applauds the City of Hillsboro for their emphasis on connectivity, supporting transit, bike and walking trips as well as the balance between street pattern and street design in the AmberGlen Community Plan. To help the plan as it moves forward, Metro offers the following comments:

- Appendix C contains a summary of the transportation analysis and recommended projects. Under the performance standards section on page 6, the only measure appears to be volume to capacity. As Hillsboro moves forward with a potential application to designate AmberGlen as a Regional Center, Metro will expect the City to include mode share consistent with the modal targets that are part of the Regional Transportation Plan (Table 2.5 in the Sept. 15, 2009 public review draft RTP). The non-drive alone modal targets are 45-55% for regional centers and 40-45% for town centers.
- The plan also identifies potential projects that include future expansions of Walker Rd. and 185th Avenue to 6, 7 and in some instances, 9 lanes. This exceeds the RTP policy calling for arterials to be no more than 5 lanes. As part of the RTP, Metro staff will work with City staff in reconciling the projects that exceed RTP policy. This will include amending project descriptions to direct local TSPs and the Tualatin Valley Highway Corridor refinement plan to re-evaluate the need for these projects based on the final RTP. Please provide sufficient documentation that all other solutions have been exhausted in these corridors, including system management and operations strategies, increased transit service, changes to land use, etc. consistent with the congestion management process. Additionally, these projects were identified to meet current mobility standards that may be revised as part of the alternative mobility standards work that will be conducted in Winter 2010.
- We would also like to continue to encourage the City of Hillsboro to work within the framework of the upcoming System Expansion Policy (SEP) in regards to the possible future extension of light rail, or other HCT system through AmberGlen and into Tanasbourne. By

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following the guidelines established in the SEP, currently included in the Draft Regional Transportation Plan, Hillsboro stands the best chance of moving up in priority under the Regional HCT Plan.

We look forward to working with the City of Hillsboro in the coming years to build a successful center in the AmberGlen area. If you have any questions regarding this letter, please do not hesitate to contact me at 503-797-1833.

Sincerely,

A handwritten signature in black ink, appearing to read 'BH', with a stylized flourish extending from the end.

Brian Harper
Assistant Regional Planner

cc: Councilor Kathryn Harrington, Metro District No. 4
Robin McArthur, Planning & Development Director