

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT NOMINATION NARRATIVE

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*PROJECT NARRATIVES SHOULD BE KEPT TO 12 PAGES TOTAL PER PROJECT*

#### **HILLSBORO REGIONAL CENTER: OAK AND BASELINE**

##### *Process*

1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. *(Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)*

The Regional Flex Fund Allocation (RFFA) was on the agenda for discussion and/or action at five Washington County Coordinating Committee Technical Advisory Committee (WCCC TAC) meetings and six WCCC policy group (i.e., elected officials) meetings between January 1 and July 11, 2011. RFFA process participants were informed throughout the process, including review and discussion of the Regional Flexible Fund Task Force Report (Jan. 2011) and the Regional Flexible Fund Allocation Project Nomination Process report (April 4, 2011).

In an effort to narrow the initial list of 14 Active Transportation & Complete Streets and the Green Economy & Freight projects, all projects were evaluated according to RFFA criteria by Washington County staff and WCCC TAC members. In narrowing the field to no more than the maximum six Project Summaries, projects were assigned a High, Medium, Low, Yes or No evaluation according to each of the criteria. No overall ranking, however, was deemed necessary or produced at this step in the process. At the June 6, 2011 WCCC meeting the following four projects were approved for Project Summaries in the Active Transportation & Complete Streets category: Crescent Connection, Hillsboro Regional Center, Rock Creek Trail Master Plan and the Cedar Creek/Tonquin Trail. The following three Green Economy & Freight projects were also approved for Project Summaries (permission to exceed the total six project limit granted in advance by Metro staff): Pacific/Hwy. 47 intersection, Hwy. 99W/Elwert/Sunset/Kruger intersection and 10<sup>th</sup> Avenue. Presentations on these projects were made by submitters at the June 30<sup>th</sup> WCCC TAC and the July 11<sup>th</sup> WCCC meetings. Time for questions and answers was allowed at both meetings.

For the July 11<sup>th</sup> WCCC meeting, the meeting packet cover memo described the discussion that occurred at the June 30<sup>th</sup> WCCC TAC meeting as well as a table showing overall High, Medium or Low evaluations of all seven Project Summary proposals according to RFFA criteria. In concert with the project presentations, a motion was

made to select a final Green Economy and Freight project nomination. (While the project selection process had allowed time for project selection at the August 8<sup>th</sup> WCCC meeting, it did not specify that selection could not occur earlier.) The motion passed with a 10 in favor/1 against/1 abstention vote to endorse allocating all \$1.3 million in Green Economy & Freight funds for the top-ranked Pacific/Hwy. 47 intersection project. In the Active Transportation & Complete Streets category, a motion passed 6 in favor/4 against/1 abstention to endorse \$500,000 for a Hillsboro development project involving either the Baseline/Oak or the Rock Creek Trail Master Plan, should the Baseline/Oak project fail to be a suitable choice. This vote also assigned the remaining \$5.1 million to the Cedar Creek/Tonquin Trail construction project in Sherwood due to its strong evaluation under many of the RFFA criteria as well as a desire to fund a project in an area that has not received much Metro MTIP funding in past years.

2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

The City of Hillsboro was invited by Metro to participate in a walkability audit of our downtown streets in June 2010. A number of stakeholders participated, such as representatives from TriMet, various City departments, community members, along with property and business owners. Following on the heels of the walkability audit the City of Hillsboro launched the “Downtown Accessibility Project”, aimed at strengthening the health of our Main Street business district by enhancing access to all modes of travel. This project is being funded by both the City of Hillsboro and Metro.

The Downtown Core Conversion is considered the near-term part of the broader Downtown Accessibility Project that includes potential “road diets” along the State-owned urban principal arterials of Baseline Street and Oak Street (Tualatin Valley Highway, OR 8). The Core Conversion would convert the following one-way streets to two-way streets:

- Main Street and Lincoln Street from 1st Avenue to 6th Avenue
- 2nd through 5th Avenues from Lincoln Street to Walnut Street

Staff from ODOT, TriMet, Washington County and members of the freight community, residents, business and property owners have been involved in the downtown Streets Accessibility Project from the start.

The City of Hillsboro and Metro have jointly funded the project which entailed a Discovery Workshop (February 22, 2011 through February 24, 2011) where all stakeholders were invited to a series of interviews with AECOM (a nationally reputable private consulting firm) and City staff to learn about what the City is trying to achieve in downtown Hillsboro (strengthen the economic vitality of downtown by making the transportation system work for all modes of

travel) and to find out what their issues/concerns are with regard to the street system in downtown Hillsboro from each stakeholders perspective.

In April 2011, AECOM came back for a Design Workshop where they worked for three days and took all of the feedback that they heard from the various stakeholders and provided alternatives for the streets in downtown Hillsboro. AECOM presented their findings to all agencies: ODOT, TriMet, Washington County and the public at a design charrette on April 20th.

Metro and the City received a draft summary report of the downtown streets from AECOM which includes concept plans for Baseline and Oak Streets. Once the summary report is finalized it will be shared with all stakeholders.

On June 30<sup>th</sup>, City of Hillsboro and Metro Staff met with TriMet staff to discuss the following issues and how those issues might be affected by the core conversion and the road diet on Oak and Baseline Street:

- 1) LRT operations and signal coordination
- 2) Routing of bus operations
- 3) Stop configuration and operations at the Transit Center

The proposed project has the potential to dramatically change the streetscape on Oak and Baseline and the role that these two streets play in the economic health of the area. Because of this visionary plan, significant partnerships are already underway with ODOT to establish a Special Transportation Area (STA) in downtown Hillsboro and to develop a Signal Modification Plan for the revised lane alignment along both streets. The City is working toward an agreement with ODOT to ensure the careful coordination of ODOT's plans for pavement preservation along Highway 8 with the options for upgrading the couplet.

The City is firmly committed to working with its transportation partners at ODOT, Washington County, Tri-Met, and Metro, key stakeholders such as business and property owners within the project area, and political leaders to ensure that the goals of the Downtown Framework Plan are met. The area was identified as a priority for investment by the Hillsboro community through an extensive community outreach process that was completed as part of the Downtown Framework Plan (adopted November, 2009). Throughout this planning effort City staff heard over and over again how these streets were prime candidates for streetscape beautification as well as serving as a barrier to the community due to their unsafe crossings.

The City is committed to engaging the Hispanic community and other affected constituencies in both the project planning phase and in later implementation, to ensure the project being built truly reflects the community needs. The City is currently working with Metro and responding to

citizen requests to enhance these streets for its citizens and business owners and will address their concerns in a meaningful way.

3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

Because Metro had established County coordinating committees as nominating authorities, public comment opportunities for the RFFA process primarily occurred through the WCCC. These opportunities for both verbal and written comments were afforded at WCCC meetings and through the WCCC website:

<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/washington-county-coordinating-committee.cfm>

Ten minutes of total time was allotted for RFFA verbal comments at all WCCC meetings where RFFA was an agenda item. The following verbal comments received at these meetings are summarized below. Following these verbal comments is a listing of people who submitted written comments (comment letters attached) and a list of stakeholders (government agency staff excluded) who were targeted during the outreach for this process.

#### Summary of Verbal Comments Received

- Supports forwarding Active Transportation & Complete Streets Project Summaries to Metro for Crescent Connection, Rock Creek Trail Master Plan, Cedar Creek/Tonquin Trail and Hillsboro Regional Center projects. States that Active Transportation projects should be easy and comfortable, and while on-street improvements are important, off-street facilities are more attractive to most users. Also supports 10<sup>th</sup> Ave. project for the Green Economy & Freight category. (Susan Peithman, Bicycle Transportation Alliance, [susanpeithman@bta4bikes.org](mailto:susanpeithman@bta4bikes.org), June 6, 2011)
- Parts of the Crescent Connection don't seem to be particularly important for transportation-related bicycling. Two of seven Active Transportation projects provide localized benefit for recreational riders but don't support longer distance trips for commuting and other purposes. The Tigard Trail {located in the southern part of the Crescent Connection} is a good park project, but wouldn't do anything for transportation. The section of the Crescent Connection in Beaverton is very important, but the facility stops at King and Denney Road. The Fanno Creek Crossing at Hall Blvd. is an important element, but other sections of the Fanno Creek Trail flood regularly and make it impassable for trans-jurisdictional cyclists (Tim McGilvrey, citizen, [timmcgilvrey@bikegallery.com](mailto:timmcgilvrey@bikegallery.com), June 6, 2011).

- Supports funding for the Crescent Connection. Congratulates the leadership and staff of the sponsoring jurisdictions for putting together an excellent proposal. States that the trail would serve lots of interest groups (Nathalie Darcy, citizen, [fannocat@msn.com](mailto:fannocat@msn.com), July 11, 2011).
- States that the section of the Crescent Connection along King, Alger and 11<sup>th</sup> is the most significant transportation element of the proposal. Also states that Fanno Creek will flood over sections of the trail and wondered why Bel Aire Dr. wasn't included in the proposal, as that street would remain open for use all year (Tim McGilvrey, Citizen Participation Organization 4M, [timmcgilvrey@bikegallery.com](mailto:timmcgilvrey@bikegallery.com), July 11, 2011).
- Speaks in favor of the Cedar Creek/Tonquin Trail proposal. States that the improvements would add significant value by providing connectivity and access within the city, and that community development and business interests support the project (Jim Haynes, Sherwood Chamber of Commerce, 503 502-5981, July 11, 2011).
- Would it be possible to supplement regional flexible funds with sufficient local dollars to allow multiple projects to be funded for construction? States that the connection between MAX and bicycles is a powerful one that should be enhanced, and stated that if only one project could be funded he would have to support the Crescent Connection (Dick Schouten, Washington County Board of Commissioners, [Dick\\_Schouten@co.washington.or.us](mailto:Dick_Schouten@co.washington.or.us), July 11, 2011).

List of Individuals Submitting Written Comments (letters attached)

- Elise C. Shearer, Tigard CCAC Vice-Chair (9980 SW Johnson St., Tigard, OR 97223, June 3, 2011)
- Susan Peithman, Bicycle Transportation Alliance ([susanpeithman@bta4bikes.org](mailto:susanpeithman@bta4bikes.org), June 6, 2011)
- Wendy Kroger, THPRD Trails Advisory Committee Chair (12030 SW Settler Way, Beaverton OR 97008-7920, June 6, 2011)
- Christopher Warren, Tigard Transportation Advisory Committee (c/o Gus Duenas, City of Tigard 13125 SW Hall Blvd., Tigard OR 97223, July 6, 2011)

List of Targeted Individuals (elected officials and government agency staff excluded)

- Baker Lyon, citizen
- Lynne Mutrie, Oregon Safe Routes to Schools
- Steph Routh, Willamette Pedestrian Coalition
- Susan Peithman, Bicycle Transportation Alliance
- Tim McGilvrey, CPO 4M
- Hal Ballard, citizen
- Heather McCarey, Westside Transportation Alliance
- Ernie Platt, Homebuilders Association

- Jonathan Schlueter, Westside Economic Alliance
- Lois Ditmars, Peterkort Development
- Mary Manseau, CPO 7
- Matt Wellner, Metropolitan Land Group
- Jamie Morgan-Stasny, Metropolitan Land Group
- Margot Barnett, OSU Extension Service
- Matt Gramor, Gramor Development Corp.
- Ray Pitz, Community Newspapers
- Bruce Bartlett, CPO 1
- Deanna Palm, Hillsboro Chamber of Commerce
- Linda Gray, OSU Extension Service

### ***Location***

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (*See page 11 for criteria relevant to prioritizing project location*)

The project extent includes Baseline and Oak Streets between 1<sup>st</sup> and 10<sup>th</sup> Avenues in the Hillsboro Regional Center. (see attached map)

The area is a prime location for future growth targeted for high-quality compact mixed-use and transit-oriented development. The project will enhance livability in the downtown by making walking, biking, and access to transit safer and more comfortable, and increase the aesthetics of this critical gateway route through the downtown. The project will support new investment, increasing job opportunities for the surrounding community and producing more property tax revenues – in turn generating enhanced urban renewal funding to support the regional center. The project will leverage federal, local, state, regional and private funds. State, County, regional and local staff are working to secure the needed approvals so that the project can move forward as soon as funding is in place.

The area was identified as a priority for investment by the Hillsboro community through an extensive community outreach process that was completed as part of the Downtown Framework Plan (adopted November, 2009). Throughout this planning effort City staff heard over and over again how these streets were prime candidates for streetscape beautification as well as serving as a barrier to the community due to their unsafe crossings. In addition, The City identified the project as eligible for urban renewal funding as part of the Downtown Hillsboro Urban Renewal Plan (adopted May, 2010).

The project extent is in Hillsboro's Regional Center and is posed for significant investment. There are large employment centers throughout such as the Pacific University Health Professions Campus (including Virginia Garcia Clinic) and Tuality Hospital, as well as the City of Hillsboro and Washington County offices. All four of these institutions are to the north of the two couplets and the streets are very difficult to cross due to the fast moving traffic and the width of the roadways. There is a significant Hispanic community that lives to the southwest and southeast of the Regional Center that access the Virginia Garcia Clinic as well as the services that Tuality Hospital offers. In addition the offices of Washington County, including the housing services department is also to the north of these couplets. The improvements to Baseline and Oak would be significant allowing this community easier access to those services.

### ***Project definition***

#### **Base project information**

1. Corresponding RTP project number(s) for the nominated project (if applicable). – N/A
2. Project sponsor agency – City of Hillsboro
3. Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager).

Application lead staff – Karla Antonini, Economic Development Project Manager

Project Manager – John Southgate, Economic Development Director

Project Engineer – Tom Arnold, Public Works Director

4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. *(Metro staff is available to help design measurement methodologies for post-construction project criteria performance)*

The project encompasses the State Highway on Baseline and Oak Streets from 1<sup>st</sup> Avenue to 10<sup>th</sup> Avenue (see attached map). Both streets lie within Hillsboro's downtown regional center. Baseline and Oak Street are currently three lane one-way, State routes that run east-west through downtown Hillsboro. Their width and one-way function encourage fast moving vehicle traffic, creating a significant pedestrian barrier, effectively dividing the downtown in half. In addition current traffic volumes suggest that a combined total of 4 travel lanes can easily accommodate traffic, as opposed to the existing 6-lanes. This is due in large measure to the limited and constrained ability of the 10<sup>th</sup> Avenue/Cornell intersections to process traffic to

Baseline and Oak Street. Both of these corridors are scheduled for a resurfacing project that will also address current drainage issues. A road diet (one of the primary alternatives to be examined under this project) on Baseline and Oak Streets would make these streets safer, multimodal, and pedestrian-oriented.

The design opportunity on Baseline and Oak Street could be two fold. First a public outreach effort needs to take place with the business community, property owners, freight industry, ODOT, the County and the Oregon Highway Commission to weigh alternatives to enhance Baseline and Oak in a manner that enhances accessibility and economic vitality. During this public outreach phase, several alternatives would be explored, including the potential for a road diet on both of these corridors and figure out exactly what that will look like. Secondly, the design has the potential to incorporate significant pedestrian infrastructure such as enhanced pedestrian crossings, bicycle lanes, on-street parallel parking, bulb outs, new ADA compliant sidewalks where necessary, bike facilities, bus stop enhancements, ornamental street lights, and street trees/planters. It would also include traffic signal modifications necessary to support the City's plans to convert local streets to two-way traffic flow to Walnut Street.

The project will also enhance access to the regional light-rail system located in the heart of the district, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at the Max Central Station (3<sup>rd</sup> Avenue and Washington Street).

5. Please provide a purpose and need statement for the project you're nominating.  
*(The purpose and need statement should address the criteria as they apply to the project area -e.g. increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area)*

The Oak/Baseline road diet will enhance safety by providing traffic calming features, reducing vehicle speeds, *possibly* reducing the number of travel lanes from 3 to 2 lanes (on each street), and improving pedestrian and bicycle access. It will reduce the barrier effect of Oak and Baseline for the low-income, ethnically diverse community on the south side of downtown. The project will increase non-auto trip access, via transit, walking and/or biking to essential services offered to the north of these streets such as Tuality Hospital, the Virginia Garcia Clinic at Pacific University, Washington County services and transit access.

#### Highest Priority Criteria

6. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. *(See maps/data on Metro FTP site)*

There are large employment centers throughout the Hillsboro Regional Center such as the Pacific University Health Professions Campus (including Virginia Garcia Clinic), Tuality Hospital. Washington County and City offices. Pacific University and Tuality Hospital are located directly to the north of Baseline and Oak Streets, the streets are very difficult to cross due to the fast moving traffic and the width of the roadways. There is a significant Hispanic community that lives to the south and west of the Regional Center that access the Virginia Garcia Clinic as well as the services that Tuality Hospital offers. In addition the offices of Washington County, including the housing services department and City offices are to the north of these couplets. The improvements to Baseline and Oak would be significant allowing this community and others easier access via walking, biking and transit to those services.

7. Identify the safety issues in the project area. How does the project design address safety in the area? *(See bike/pedestrian crash map/data on Metro FTP site)*

Baseline and Oak Streets are currently three lane one-way, State routes that run east-west through downtown Hillsboro. Their width and one-way function encourage fast moving vehicle traffic, creating a significant pedestrian barrier, effectively dividing the downtown in half.

There are a number of unsignalized intersections: Baseline at 6th and 4th Avenue, and Oak at 2nd, 4th, 6th, and 8th Avenues. These signals could be interconnected with the existing signals, allowing for the preservation of highway capacity while improving pedestrian “walkability” across the highway couplet. Reconstruction of sidewalks, planters, street trees, and ornamental street lighting would enhance the pedestrian feel along these busy streets. Additional on-street parking could be approved by ODOT for non-peak time periods along Baseline and Oak Streets.

The bulb outs or curb extensions proposed reduce the curb-to-curb distance, significantly lowering the exposure pedestrians face with vehicles, bringing them out past the obstructions of parked cars, street trees and street furniture. The narrower right-of-way will calm traffic, adding to pedestrian and bicycle safety and giving businesses better visibility.

Transit ridership is very strong along this corridor. There are several types of investments that could take place such as rebuilding the curb at Baseline & 2nd, potentially relocating huge signal boxes in the right of way, possible striping changes, reviewing driveway access points, as well as some concrete replacement at stops, and adjusting the signal timing at the Hillsboro Transit Center located between 3<sup>rd</sup> and 4<sup>th</sup> Avenues along Washington Street.

TriMet invested in concrete work and amenities at several of the seven stops in the project area, but there is still work to do including:

- **Adjusting the curb at Baseline & 2<sup>nd</sup> Avenue:**
  - This turn is difficult for bus operators. They often go over the curb onto the sidewalk.
  - A quick fix that makes the corner safer is in place, but it is also starting to wear down again. A more permanent adjustment to the corner is needed, without negatively impacting the pedestrian's experience crossing the street.
- **Adjusting the traffic signal timing at Hillsboro Transit Center**
  - If you are a bus going east out of the station, there is a red light at the end of the driveway. If a train from either direction approaches, the light stays red until the train leaves the station. However, instead of letting the bus out, the green light for east/west street traffic comes on and the bus must stay in the station through that cycle. Signal retiming could address this problem.
- **Stop spacing adjustments on Second and Third**
- **Addressing the unusual walking patterns by transit customers.** This is caused by the bus routing in Hillsboro (e.g. if people miss the bus in one location they know they can run across a few streets and catch it at a different location). It would be helpful to make it safer to walk around the area, anticipating this behavior.

8. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. *(See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served)*

This project will serve traditionally underserved communities by increasing access to large employment centers as well as services provided by the City, Washington County, Tuality Hospital and the Virginia Garcia Clinic all located to the north of Baseline and Oak Streets. In addition, the large Hispanic community will be better able to access transit along the couplets as well as the light rail system located along Washington Street. The project will also make the two streets much more pedestrian friendly making the users experience more comfortable. This area enjoys high transit ridership therefore there are many pedestrians trying to access transit on these two streets or trying to access the light rail stops along Washington Street.

#### High Priority Criteria

9. Describe any outreach that has been conducted with EJ/underserved communities to date. *(Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during*

*project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval)*

We plan to reach out to the Hispanic community living to the southwest and southeast of the area through the Hillsboro school system as well as through the Latino Outreach Advisory Committee (LOAC). We also intend to partner with the Planning Department with their CET Grant for the Old Town Refinement Plan and the Vamonos Project (see question #14 for more information) regarding public outreach to underserved communities located to the south of Baseline and Oak Streets.

10. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?

We are currently unaware of freight conflicts that this project would bring to the area. As part of the Downtown Accessibility project the freight representative stated that they would like to be kept informed of the decisions as we move forward with the concept of the road diet. The City is currently modeling the traffic on Baseline and Oak Streets to see if a road diet is feasible and if this scenario will cause extreme disruption to the freight community and the transportation system as a whole. The City intends to continue to engage the freight community through the public involvement and preliminary design phases to assure that the needs of the freight community are incorporated and balanced with other project objectives.

11. Does the project design include "last mile" connections? Please explain. *(Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations)*

The project design will include 'last mile' connections such as safe walking and biking routes to the MAX train stations at 1<sup>st</sup> and Main; 3<sup>rd</sup> and Washington and 8<sup>th</sup> and Washington plus safe connections to the bus lines along Baseline, Oak and Washington Streets and the bus lines in the downtown core area.

12. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. *(See Appendix C for design elements that improve the user experience)*

The project will include "green" elements such as street trees and or landscaping along the street. Ornamental street lights as well as bulb outs will provide for highly visible crosswalks and signals. If the road diet is the preferred alternative the street crossing distance will be

reduced effectively making the streets safer to cross. In addition, wayfinding and signage may be implemented allowing users of Baseline and Oak easy access to the Main Street shopping district (currently vehicles using this state facility may not know that there is a quaint Main street district two blocks to the north) as well as access to TriMet facilities located along Washington, Baseline and Oak Streets

13. Does the project serve a high density or projected high growth area? Please explain. *(For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project)*

The project is located within the Hillsboro Regional Center which is targeted for high density job growth and residential/mixed use development. Specifically, the project will increase access to priority community services destinations such as City and County offices, the Tuality/Pacific University Health & Education District, and other employment and retail centers within the downtown area, as well as the Main Street district, with its arts and entertainment venues and other attractors. The project will also enhance access to the regional light-rail system located in the heart of the district, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at Max Central Station.

The businesses located along Baseline and Oak Streets could benefit from the provision of additional on-street parking. The area to the immediate south of Washington Street is designated for mixed-use. It is envisioned that this area will have denser development than that located to the north of Washington Street.

Major redevelopment can have the undesirable effect of displacing low income residents. There are several goals and objectives in the Downtown Urban Renewal Plan adopted by City Council in May of 2010 that speak to this issue, such as the following:

- Goal 3: Assist with improvements that support large and small businesses in **creating and retaining jobs** attractive to the diverse downtown workforce.
  - o Objective 3A – Promote development of industrial and employment lands to promote job density in downtown and to provide a variety of job opportunities for local residents
  - o Objective 3C – Support development of business facilities that help to expedite business startups and expansions and assist with workforce training. Address housing affordability
- Goal 5: Promote and support **stable and sustainable residential neighborhoods** for a range of household incomes.

- Objective 5B - assist with developing a range of new housing units including, but not limited to, lofts, live-work spaces for artists and small businesses, townhouses, and other types of housing that provide a range of ownership and rental choices for a range of incomes.
- Objective 5C – Assist with safety improvements on local residential streets such as pedestrian-scale street lighting, infill of missing sidewalks, street trees, and traffic calming devices where warranted.
- Objective 5D – Participate in financial and technical support to rehabilitate, improve energy efficiency, and sustain existing housing affordable to a range of incomes
- Objective 5E – Support provision of housing choices that address needs of area employees and students, as well as households interested in a downtown community lifestyle.

Priority Criteria

14. Please describe the outreach/education/engagement element of the project nomination. *(Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination)*

The City plans on building on the public outreach/engagement effort that has already taken place as part of the Downtown Accessibility project. The city will form a task force of interested stakeholders as well as representatives from the various transportation agencies: TriMet, ODOT, Washington County and Metro and we will conduct workshops with property/business owners as well as the community to the South and north of the two couplets. We will educate the community on the pros and cons of all evaluated alternatives (including the road diet) as well as gather feedback on the proposal.

There are several related efforts that will be initiated shortly. One of them is the Vamonos Map Project. With a grant from Kaiser Permanente, Metro will develop walking and biking maps in English and Spanish for Cornelius, Forest Grove and Hillsboro town center areas (downtown is one of those town centers). Metro will convene a group of partners this fall to kick off the project. Partners include Adelante Mujeres, Centro Cultural, Kaiser Permanente, City of Hillsboro, Forest Grove and Cornelius, Willamette Pedestrian Coalition, Wash Co BTC, among others. The map will be available to the public for free starting summer/fall 2012. The campaign and media efforts will shift next summer and fall to promoting distribution of this map. Throughout the project planning phase the City will partner with the Vamonos map project to ensure the needs of this community are being addressed with the road diet project.

In addition, the City received a \$75,000 Construction Excise Tax (CET) grant from Metro for the “Old Town Refinement Plan”. The Old Town area is directly to the south of Baseline and Oak Streets (see map attached). This plan is envisioned as incorporating sustainability principles, while reinvigorating the community’s ties to its agricultural heritage through support of local food systems and similar measures. Historic commercial buildings in the neighborhood are important community assets that could catalyze new business opportunities for local food processing and restaurant/entertainment establishments. Staff from the Economic Development Department will work with Planning staff as the public outreach effort starts on this important planning endeavor and to again reach out to the ethnically diverse population working/living to the south of the couplet. City staff will also make sure that all notices are published in Spanish and English to reach the greatest number of people. Throughout the Downtown Community Planning effort City staff discovered it was much more efficient and productive to engage the Hispanic population at their own events. We engaged the Hispanic community at their back to school event at M&M Swap meet as well as hired Hispanic speaking interns to reach out to the Spanish speaking folks.

15. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.

The City currently has a downtown urban renewal area and the extent of the proposed project is entirely within the urban renewal area. There is potential to use urban renewal funds to fund portions of the project.

The Jackson Bottom Foundation, City Parks Department and Clean Water Services are working together to complete portions of a trail that will ultimately link the northern most trail connection from the north viewing platform on Highway 219 to the Jackson Bottom Wetlands Education Center. The City will be engaging the community as part of the Old Town Refinement Plan CET grant to figure out the best place to bring the Jackson Bottom trail into the downtown area. Once this trail is complete one could take the MAX out from Gresham to the Hillsboro Transit Center, mount their bike and take advantage of the splendors that Jackson Bottom affords the community.

16. Describe how the project may help reduce the need for road and highway expansion.

By the very nature of a road diet this entails the reduction of travel lanes. This project proposes to include an alternative to reduce the travel lanes on a State highway from 3-lanes to 2-lanes on both Baseline and Oak Street.

We are seeking a \$500,000 Project Planning Grant to address issues associated with overbuilt streets and the barriers it presents. The two streets that we are focused on are Baseline and Oak Streets from 1<sup>st</sup> Avenue to 10<sup>th</sup> Avenue. Our proposed project is to evaluate alternatives to enhance Baseline and Oak Streets from both an accessibility and an economic revitalization perspective. The key products will include public outreach to interested stakeholders as well as agency staff; design and preliminary Engineering Plans for the improvements to Oak and Baseline Streets with the potential for a reduction in travel lanes from three lanes to two lanes on both Baseline and Oak Streets. City staff will be working with our stakeholders through this process to identify and evaluate alternatives including the road diet, (but not necessarily obligated to it) intending to improve both the ACCESSIBILITY of the streets to all modes and to enhance the ECONOMIC VITALITY of downtown Hillsboro. Our planning grant request leverages over \$100,000 in both in-kind and financial match, for a total project cost of \$600,000

Our proposal will fund the public outreach effort to the property/business owners along Oak and Baseline streets, as well as to community members affected by the project. In addition design and preliminary engineering for the project will be conducted. The public involvement process will involve active participation of various City departmental staff, ODOT, TriMet, Metro, Washington County, the freight community, property/business owners and community members. Public outreach will occur at key intervals to solicit input, direction and advice on matters of community interest in accordance with a citizen involvement plan approved by the City's Citizen Involvement Advisory Committee (CIAC).