



Tualatin Valley Highway

Bus rapid transit and equitable development

Metro is working with partner agencies and community organizations to provide faster, safer, and more reliable transit on Tualatin Valley (TV) Highway while supporting broader community needs.

Background

TV Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through Beaverton, Aloha, Hillsboro, Cornelius and Forest Grove in Washington County. It serves as an access route to Highway 217 from points west, connects to the regional light rail system in two locations, and supports one of the highest ridership bus lines in the region. The corridor also serves many communities of color, limited English proficiency speakers, and lower income communities.

Bus rapid transit concept planning

The purpose of the TV Highway Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, and in particular for communities of color and low-income communities who rely on transit.

This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements.

Concept planning will include a feasibility study of electric buses. The goal is to identify a Locally Preferred Alternative for a bus rapid transit project in June 2023.

Equitable development strategy

An equitable development strategy will ensure that broader community economic and



housing development needs are identified alongside the final transit concept. With the participation of the community along this corridor and organizations who represent them, the equitable development strategy seeks to increase meaningful involvement in transportation planning and identify ways to support community during transportation investments.

Public and agency involvement

Staff and elected officials from local cities, the county, the Oregon Department of Transportation, Metro and TriMet have come together to collaboratively design the bus rapid transit project. Their collaboration extends beyond transit to identifying other investment priorities, funding sources, actions and responsibilities along the corridor in support of bus rapid transit.

Metro has also convened a community committee called the TV Highway Equity Coalition (TEC) to lead the creation of the Equitable Development Strategy. Members include advocates, community representatives, funders, housing and service providers.

Corridor needs

Over many years, the jurisdictions and agencies along the corridor have completed numerous studies and collected public input on corridor needs. Identified needs include:

Improve safety

- Crossing TV Highway is challenging, due to heavy traffic and long crossing distances
- There are insufficient sidewalks along TV Highway
- Some sidewalks are curb-tight, impacting people’s real and perceived sense of safety
- Many curb ramps need replacement
- Bicycle lanes are incomplete and unprotected
- Street lighting is insufficient

Improve transit access and travel time

- Transit travel time on the corridor is nearly double that of auto travel time
- Transit riders on TV Highway are experiencing a combined 770 hours of delay every day
- Limited railroad crossings and lack of sidewalks, lighting and bus stop amenities reduce access to transit
- Over half of pedestrian fatalities and serious injuries occur within 100 feet of a bus stop

Support growing communities

- The railroad, traffic volumes, speeds and width of TV Highway create a barrier
- Cross and parallel street Improvements are needed for better access

A regional priority

In 2010, TV Highway was identified as a priority corridor for high capacity transit (HCT) in the HCT System Plan. In 2018, Metro updated and replaced the HCT System Plan with the Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The 2018 RTP includes an “enhanced transit concept” investment in the TV Highway corridor on the financially constrained project list. This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements. Subsequent transit corridor planning was completed as part of Washington County’s 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, as well as the 2020 regional transportation funding measure. The current planning effort builds on the analysis and findings from these prior plans.

HOPE grant

Work underway on transit planning and equitable development is made possible by a Federal Transit Administration grant issued to Metro in 2020 through the Helping Obtain Prosperity for Everyone (HOPE) grant program.

Project schedule

Approve Locally Preferred Alternative	June 2023
Approve equitable development strategy	June 2023
Secure funds for Project Development phase	Fall 2023
Secure remaining local funding	2026
Receive FTA Small Starts Grant Agreement	2026