City *of* Tigard
Tigard Business Meeting - Agenda

TIGARD CITY COUNCIL
AND CITY CENTER
DEVELOPMENT AGENCY

MEETING DATE AND TIME: October 12, 2010 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:
Anyone wishing to speak on an agenda item should sign on the appropriate sign-up sheet(s). If no sheet is available, ask to be recognized by the Mayor at the beginning of that agenda item. Citizen Communication items are asked to be two minutes or less. Longer matters can be set for a future Agenda by contacting either the Mayor or the City Manager.

Times noted are *estimated;* it is recommended that persons interested in testifying be present by 7:15 p.m. to sign in on the testimony sign-in sheet. *Business agenda items can be heard in any order after 7:30 p.m.*

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

CABLE VIEWERS: The regular City Council meeting is shown live on Channel 28 at 7:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday	6:00 p.m.	Sunday	11:00 a.m.
Friday	10:00 p.m.	Monday	6:00 a.m.

City *of* Tigard
Tigard Business Meeting - Agenda

TIGARD CITY COUNCIL
AND CITY CENTER
DEVELOPMENT AGENCY

MEETING DATE AND TIME: October 12, 2010 - 6:30 p.m. Study Session; 7:30 p.m. Business Meeting
MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

- STUDY SESSION
  - Receive Findings from League of Oregon Cities Report

City Center Development Agency
- Call to Order by Chair Dirksen
- Roll Call

- EXECUTIVE SESSION: The Tigard City Council and City Center Development Agency will go into Executive Session to discuss real property negotiations under ORS 192.660(2) (e). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

7:30 PM

1. BUSINESS MEETING

   A. Call to Order

   B. Roll Call

   C. Pledge of Allegiance

   D. Council Communications & Liaison Reports

   E. Call to Council and Staff for Non-Agenda Items

2. CITIZEN COMMUNICATION (Two Minutes or Less, Please)

   A. Farewell Remarks - Retiring Tualatin Valley Fire and Rescue Chief Jeff Johnson

B. Follow-up to Previous Citizen Communication

C. Tigard High School Student Envoy

D. Tigard Area Chamber of Commerce

E. Citizen Communication – Sign Up Sheet

3. CONSENT AGENDA: **7:40 p.m. (time is estimated)**
(Tigard City Council) These items are considered routine and may be enacted in one motion without separate discussion. Anyone may request that an item be removed by motion for discussion and separate action. Motion to:

A. Approve Council Meeting Minutes:
1. May 18, 2010
2. June 15, 2010
3. July 12, 2010
4. July 13, 2010

B. Receive and File:
1. Council Calendar
2. Tentative Agenda

C. Approve Posting 60-Day Public Hearing Notice for Final Consideration by Council to Adopt 2010 Water SDC Methodology Update

- *Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be considered immediately after the Council/City Center Development Agency has voted on those items which do not need discussion.*

4. UPDATE ON THE WASHINGTON COUNTY COOPERATIVE LIBRARY SYSTEM (WCCLS) OPERATIONAL LEVY RENEWAL
7:45 p.m. (time is estimated)

- Staff Report
- Council Discussion

5. LEGISLATIVE PUBLIC HEARING - ADOPT TIGARD 2035 TRANSPORTATION SYSTEM PLAN (CPA2010-00001)
8:00 p.m. (time is estimated)

REQUEST: To amend the current Tigard Comprehensive Plan Goal 12: Transportation and the Tigard Public Facility Plan to incorporate the Tigard 2035 Transportation System Plan. The complete text of the proposed amendment can be viewed on the City's website at http://www.tigard-or.gov/code_ amendments. LOCATION: Citywide. ZONE: All City Zoning Districts. APPLICABLE REVIEW CRITERIA: Community Development Code Chapters 18.380 and 18.390; Comprehensive Plan Goals 1, 2, 5, 6, 7, 8, 9, 10, 11 ,12, 13, 14, and Special Planning Area: Downtown; the Regional Transportation System Plan; the Oregon Highway Plan; Oregon Administrative Rule 66-12; and Statewide Planning Goals 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14.

- Open Public Hearing
- Review Hearing Procedures: City Attorney

- Declarations or Challenges: Does any Council member wish to declare or discuss a conflict of interest or abstention.
- Staff Report: Community Development Department
- Public Testimony
    - Proponents
    - Opponents
- Staff Recommendation
- Council Questions
- Close Public Hearing
- Council Consideration: Ordinance

6. AUTHORIZE THE CITY MANAGER TO ENTER INTO PURCHASE AND SALE AGREEMENTS TO ACQUIRE PROPERTIES FOR PARKS AND OPEN SPACE

7. COUNCIL LIAISON REPORTS
9:00 p.m. (time is estimated)

8. NON AGENDA ITEMS

9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

10. ADJOURNMENT
9:15 p.m. (time is estimated)

AIS-182
Business Meeting
Date: 10/12/2010
Length (in minutes): 5 Minutes
Agenda Title: Receive Findings from League of Oregon Cities Report
Prepared By: Kent Wyatt, Administration
Item Type: Receive and File **Meeting Type:** Council Business Mtg - Study Sess.

Information

ISSUE
Staff will update the Council on recent LOC actions.

STAFF RECOMMENDATION / ACTION REQUEST
Informational item. No action required.

KEY FACTS AND INFORMATION SUMMARY
Information will be presented at the Study Session.

OTHER ALTERNATIVES
N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS
N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION
None

Fiscal Impact

Fiscal Information:
None

AIS-174 **Item #: 2. A.**

Business Meeting

Date: 10/12/2010

Length (in minutes): 5 Minutes

Agenda Title: Farewell Remarks - Retiring Tualatin Valley Fire and Rescue Chief Jeff Johnson

Prepared By: Cathy Wheatley, Administration

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Business Meeting - Main

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Information

ISSUE

Chief Johnson will say farewell to the Council and citizens of the City of Tigard upon his retirement, which was effective September 1, 2010.

STAFF RECOMMENDATION / ACTION REQUEST

N/A

KEY FACTS AND INFORMATION SUMMARY

N/A

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

AIS-214 **Item #: 3. A.**

Business Meeting

Date: 10/12/2010

Length (in minutes): Consent Item

Agenda Title: Approve City Council Minutes

Prepared By: Cathy Wheatley, Administration

Item Type: Motion Requested **Meeting Type:** Consent Agenda - Approve Minutes

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Information

ISSUE

Approve City Council meeting minutes.

STAFF RECOMMENDATION / ACTION REQUEST

Approve City Council meeting minutes.

KEY FACTS AND INFORMATION SUMMARY

N/A

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

May 18, 2010 City Council Minutes

June 15, 2010 City Council Minutes

July 12, 2010 City Council Minutes

July 13, 2010 City Council Minutes

City *of* Tigard
Tigard Workshop Meeting - Minutes

TIGARD CITY COUNCIL

MEETING DATE/TIME: May 18, 2010 – 6:30 p.m. – Workshop Meeting
MEETING LOCATION: City of Tigard – Town Hall, 13125 SW Hall Blvd., Tigard, OR 97223

1. WORKSHOP MEETING

1.1 At 6:30:34 PM Mayor Dirksen called the meeting to order.
1.2 Deputy City Recorder Krager called the roll.

	Present	Absent
Mayor Dirksen	x	
Councilor Henderson	x	
Councilor Webb	x	
Council President Wilson	x	
Councilor Buehner	x	

1.3 Pledge of Allegiance
1.4 Council Communications & Liaison Reports - none
1.5 Call to Council and Staff for Non-Agenda Items - City Manager Prosser announced that an Executive Session would be held after the regular meeting agenda items.

2. TIGARD MUNICIPAL COURT ANNUAL REPORT & MEETING WITH MUNICIPAL JUDGE

Administrative Services Manager Nadine Robinson and Municipal Judge Michael O'Brien presented the annual report on Tigard's Municipal Court. A copy of their PowerPoint is available in the City Recorder's office.

Judge O'Brien reported that the court's caseload increased by 47% in 2009. There were increases in the number of traffic citations including a 93% increase in seatbelt violations and a 61% increase in speeding tickets. He said the public information program was expanded because the goal of Tigard's court is to change the way people drive. This public information includes a regular column in the Cityscape written by Judge O'Brien. Recent topics include, "Driving While Distracted," "Targeted Enforcement in Tigard," "Dangerous Driving's Top 10 List," and "Texting and Phoning Behind the Wheel."

Another notable event was that as the caseload rose, so did the fines. The state legislature imposed a $45 offense surcharge on all traffic violations and this is allocated to city and county treasuries. The caseload for traffic violations accounts for the vast majority of the increase in fine revenue as well as an increased workload. The court imposed fines, penalties and assessments totaling $1,265,871, which is an increase of 3l% over the previous year. From collected funds, Tigard distributed $316,465 in statutory costs and assessments to Washington County and the State of Oregon.

Judge O'Brien noted an increase in vehicle impoundments over the last year. Most were due to lack of insurance or a suspended driver's license. People are not able to retrieve their vehicle from impound-ment until they can show compliance. This is a considerable additional expense beyond the $295 fine for having no insurance.

6:40:22 PM Judge O'Brien said fines are reduced in most cases; primarily due to good driving records. He said that because of the current economy the court is seeing more financial hardship evidenced by defendant paperwork. Some courts, such as Beaverton, offer community service but Tigard does not have this program. It would require a lot of staff involvement to follow up and make sure the service was completed and the City doesn't have the staff resources at this time. He said however, the City typically works out payment arrangements with those who cannot afford to pay the entire fine on their court date.

Judge O'Brien mentioned the small Youth Court caseload. He said the small number of cases gives the Court the luxury of spending 30-40 minutes with the juvenile and their family.

Current activities include getting electronic citations on-line. Officers will be able to enter an Oregon driver's license and the information will be downloaded, populating the forms which are then transmitted to the court office electronically. This technology allows officers to write tickets more quickly. Another innovation is accepting on-line payments by credit card which facilitates fine collection.

Judge O'Brien noted that the new Oregon law against cell phone calling and texting while driving became effective January 1, 2010 and is bringing in many offenders.

6:50:50 PM Mayor Dirksen asked if Council had any questions. He thanked Judge O'Brien and the court staff for providing a great service to the community by allowing citizens to deal with smaller infractions locally, rather than going to the County court in Hillsboro. He inquired about the reason for the increase in citations in the past year.

City Manager Prosser offered that a reason for this increase may be that one of Tigard's police motorcycles was damaged the year before but is back in service now. Judge O'Brien said the police are up to regular staffing levels.

Council President Wilson asked what percent of offenders are Tigard residents vs. those from outside the city. Judge O'Brien said he did not know but it could be tracked and the statistics presented at the next annual report.

3. JOINT MEETING WITH THE LIBRARY BOARD

6:58:03 PM Library Director Barnes said her annual report would be presented by members of the Library Board. Board Member Heath spoke on behalf of Library Chair Burke who was unable to attend. He introduced other Board Members in attendance: Linda Mohahan, Grace Amos, ,John Storhm, Jennifer Vacicek and

Cecelia Nguyen. Board Member Heath gave a macro-view of a library's function in society today. He said, 'Public libraries have always been community gathering places, settings intentionally equipped for societal ad personal transformation. They're especially essential in the lives of the socially excluded, because they are charged with the mission of providing free access to information and connections to resources and to other people."

Board Member Vacicek said the library's non-traditional programming is well-rounded, offering something for every audience. She pointed to two posters advertising the Civil War (Oregon State vs. University of Oregon) and Superbowl broadcasts. She said the Library partnered with Oregon Symphony in featuring different instruments in four events.

Board Member Stohrm described the Oral Histories Project, which was offered during the Tigard Reads program. Participants were asked to read certain books about the Great Depression and Tigard adults read, "The Grapes of Wrath." In partnership with the Tigard Historical Society, Library staff members recorded oral histories from eleven people who live in Tigard now but were scattered around the United States during the Great Depression. These recordings are available in the Library and through the Tigard Historical Society. Library Director Barnes introduced a video clip of an oral history interview with H. Oliver Keerins.

Library Board Members Heath and Monahan demonstrated bowling with a Wii, saying this was available to use at the Library. Tigard Public Library received a $5,525 Library Services and Technology Act Gaming Grant which was used to purchase not only traditional board games such as Scrabble and Monopoly, but also electronic family game systems like Xbox, PlayStation and Wii.

Council President Wilson asked if these were shown a big screen. Library Director Barnes said there are two large screens in the Community Room, where most of the gaming events for young people, baby boomers and seniors take place. Councilor Henderson asked about the noise level. Library Director Barnes explained that the Community Room is separate from the main library and so far, no complaints have been received about noise.

7:15:22 PM In response to a question from Councilor Webb about how the coffee shop is doing, Library Director Barnes said it is doing well.

Board Member Monahan summarized, saying the Library offers much more than a place to check out books. Many patrons use the computers for homework and video conferences with family members, including those in military service, all over the world. Computers are also used for job searching. She asked Council for their support to continue the WCCLS (Washington County Cooperative Library Services) levy which will be on the ballot this fall. Mayor Dirksen said this levy helps fund Tigard Library operations and he hopes that people consider the valuable asset their library is when they see this on their ballot in November.

Library Board members distributed an informational piece entitled, "How Libraries Stack up: 2010," a copy of which is available in the City Recorder's office.

4. RECEIVE UPDATE ON HIGHWAY 217 INTERCHANGE MANAGEMENT STUDY PROGRESS

7:20:15 PM Engineer Duenas recapped the study which began in July, 2009. The initial phase included brainstorming on what can be done to improve traffic on 217, with the knowledge that the $1.0 billion estimated cost for the long-term plan of widening the freeway to six lanes is currently not feasible.

7:22:42 PM Engineer Duenas said ODOT is conducting the study with Washington County and is being guided by a Transportation Advisory Committee (TAC) consisting of staff from the County, Tigard, Beaverton, ODOT and Metro. He said he and Senior Transportation Planner Gray represent Tigard on the Committee.

Phase 1 of the project was to identify a list of projects that can be done for $10-20 million, but that could be scaled down if this amount is not available. He presented a PowerPoint showing the study area and discussed filters used to narrow the project list. The guiding criteria were low cost, reliability and safety. Key problems were discussed, including the suggestion that this is the one freeway in the entire Metro area that is "unreliable," that is, you don't know if your trip will take ten minutes or one hour. Phase 2 further examined those projects and reduced the list of 40-50 projects down to four or five. The recommendations include:

- Systems Management Strategies:
  - Targeted shoulder widening
  - Travel Time Information Signs
  - Variable Speed Limits

- Ramp Management Projects with Associated Street Improvements
  - Denny Road Interchange Closure
  - Wilshire Interchange Closure
  - Wilshire and Walker Interchange Closures
  - Wilshire, Walker and Denney Interchange Closures

Engineer Duenas said targeted shoulder widening can have a great effect, restoring lost capacity and allowing incidents to be managed from the side of the highway. He said 65% of this freeway's capacity is lost whenever there is an accident. This strategy is scalable, that is, it can be done as money becomes available. Six potential locations for shoulder widening were identified.

Travel time information signs can be used on arterials and the freeway. Signs on arterials guide travelers to make the decision whether to get on the freeway or not, before they are committed to an interchange. A savings of $32 million would be realized over a twenty-year period if this was implemented at full scale.

Variable Speed System: Engineer Duenas said drivers can actually get though more quickly if travel speed is slower on Highway 217. Signs would vary the speed limit, which would reduce rear-end collisions. He said 70% of all incidents on Oregon 217 are rear-end accidents. Advantages are that this project is scalable and can be done on both sides of the Highway. Public savings of $26 million are estimated if this was put into effect.

Engineer Duenas said closing ramps would improve safety and reliability but this is also the most controversial solution. He compared the 7.5 mile stretch of 217, which has twelve interchanges, yet I-205 has only three interchanges. He said Highway 217 has too many interchanges, too close together. He said closing ramps affects nearby neighborhoods. Closing the Denny Road interchange, for example, affects some industrial land in Beaverton. Engineer Duenas said closing all three would make 217 into a real freeway with benefits of less lost time and freight delivery delays. .

Councilor Henderson asked "What is the "benefit?" Engineer Duenas said it is the predictability of being able to plan your trip and have it be safer due to fewer weaving sections.

Mayor Dirksen said there is another way to quantify a benefit and that is less loss of people's business hours and production due to being stuck in traffic on 217, as well as wear on fuel mileage to cars caught in congestion.

Engineer Duenas said public outreach will begin in June and will include Tigard Chamber, Westside Economic Alliance, Lincoln Center and Washington Square. City Manager Prosser said ODOT recently sent an e-mail regarding stakeholders that didn't have CPO 4M or CPO 4B. He suggested those be added as well as the neighborhood networks along the freeway. Engineer Duenas said he will follow up on that. Councilor Buehner suggested adding CPO 3 to the stakeholder list as it runs along the freeway in in the Garden Home area.

Councilor Buehner said that when leaving Highway 26 from downtown to get onto Highway 217 – there is a blind corner and if there is an accident , you can't see it until you are too close to the cars. She suggested a sign that blinks when there is a traffic back-up. Engineer Duenas said he will follow up on that.

Council President Wilson questioned if models were done of all of the side streets and if they were adequate. He cautioned that if it is anything like the Barrows Road closure, it could be a disaster. He said what is really needed on 217 is more capacity.

Engineer Duenas said the long-term plan of widening is too expensive so they are looking at what can be done sooner. Ramp closure impacts are not insignificant but workable. Side street mitigation is an auxiliary benefit as projects on both Beaverton and Tigard's Transportation System Plans would be completed as part of this project.

Councilor Buehner said she understood how closing Wilshire made sense as it is a low-use ramp, but said the complex between Canyon/Beaverton-Hillsdale/Denny and Allen barely functions now. She said she did not see how closing ramps will be effective.

Mayor Dirksen said that while signage and other less expensive items were recommended to move forward with right away, there is more research to be done on ramp closures before they are seriously considered.

Engineer Duenas said stakeholder interviews will begin as part of the public involvement process soon. He will keep Council informed of the progress.

5. REVIEW SANITARY SEWER REIMBURSEMENT INCENTIVE PROGRAM REGARDING DEFERRALS

Public Works Director Koellermeier said City engineering staff had, at Council's request, done a considerable amount of research on sewer reimbursement district deferrals. He said the City is in the middle of adopting the Hoodview Sanitary Sewer Reimbursement District and some questions had come up as part of this. He said City Engineer Kyle Staff did research on sewer reimbursement deferrals and would present answers to Council's questions.

7:49:08 PM
City Engineer Kyle read and responded to each question.

- Have you required people to pay a reimbursement fee in excess of $15,000?

He said that since 2003 the City has not required anyone to pay in excess of that amount. There have been three people who chose not to accept the deferment and paid it off, for a total received of about $6,000.

- Regarding the Ann Street Reimbursement District, does anyone in that District have an assessment fee in excess of $15,000?

  There were eleven property owners, six have connected and each paid only $6,000. The remaining property owners can connect to sewer between now and a date in July for $6,000. After that they will have to pay the entire fee.

- What properties have taken advantage of the incentive program within the past three years?

  He said staff looked back and found that 21 of a possible 32 have connected and taken advantage of the program. Of that, there are signed deferral agreements in the amount of $190,000. They each paid $6,000 each for their share of the reimbursement fee, for a total of $126,000.

- If we offer the deferral to all properties that qualify, including the Hoodview properties, how much money would then be deferred?

  The total remaining that could be picked up (including Hoodview) would equal $250,000. There is $139,000 left in possible deferrals that are within the three-year window. There are two more districts coming that could have deferrals estimated to be as high as $300,000.

  Potential total deferrals add up to $775,000, or roughly 7% of the sewer fund.

Councilor Webb said she misunderstood the sewer reimbursement process from the beginning. Public Works Director Koellermeier said he could see where the misunderstanding is and the question appears to be what is it that triggers paying the amount above $15,000. He said the answer is a land use action, which lends itself to Councilor Webb's remembrance of a lot division. Councilor Webb asked, "So basically, if your lot cannot be subdivided, you will only pay a maximum of $6,000?" Public Works Director Koellermeier said that is the case.

Mayor Dirksen said it makes sense that everyone involved in the system has to pay $6,000 for one house and one sewer line. He said, "My neighbor having a sewer is of benefit to me just because it raises property values and is for the public good." He said one reason CleanWater Services wants everyone to be on sewers is that, with the density inside the urban growth boundary, septic tanks are polluting the ground water. He said he was concerned that some properties, due to their topography, would be very expense to hook up, but it is not the property owner's fault that they live on a hill that is harder to hook-up.

Council President Wilson agreed and said that it is not always the case that people with large lots have more expensive homes. He said many people with large lots are older and may not be able to subdivide because the rest of their lot is steep or difficult to serve for some other reason. He said the way the City has been doing the sewer deferrals is the, "best deal we can get for reducing the subsidy and I agree that some subsidy is warranted."

Mayor Dirksen said his concern had been that going forward with the ordinances as they are written and have been enacted would bankrupt the City to finish the sewer system. But he said he heard that the answer to this question was no, this is not overburdening the sewer fund.

7:59:11 PM Mayor Dirksen said Council needed to decide whether we want to move forward or if change is necessary. He said in any case, we can't change the ordinance out from under the Hoodview District.

7:59:42 PM Public Works Director Koellermeier agreed and said the Hoodview district was brought into the program under a certain set of assumptions, and their concern is beating the July 1 increase date.
He said staff has found an administrative process to allow the homeowners to pay the fees now and get locked in at today's rate, even if Council needs more time to deliberate ordinance changes.

Mayor Dirksen questioned whether a change in the ordinance at this point would be worth the effort, with so few districts left to do. He said this way everyone is treated the same way.

President Wilson asked if this was for a minor land use development. Engineer Kyle said, "The resolution couples two things together, 'land-use permit' and 'development.' That means a major change to the use of the land, such as partitioning the property or doing something major."

Councilor Webb said she agreed, as long as it is what the City has been doing. She said the issue had been presented in a way that was confusing and she thought the City was going in a different direction.

Public Works Director Koellermeier said staff will be bringing two more districts to Council for approval this summer and asked if Council wanted them brought forward under the current conditions. Council said they don't want to change mid-stream.

Councilor Buehner asked about land use application provisions for auxiliary buildings (such as mobile homes), put on a property for the care of an elderly family member, for example. She asked if a temporary auxiliary building would trigger the deferral. She said temporary dwellings for this use were covered by a State Statute which requires their removal when the use is no longer warranted.

Community Development Director Bunch said that accessory dwelling units are covered with a land-use action. He said he didn't know about temporary care dwelling units. Councilor Buehner asked for staff to look into this because it could be an issue as the baby boomer generation ages.

8:08:45 PM City Manager Prosser asked Councilor Buehner if she was referring to the sewer reimbursement district code or the development code. He said in terms of the sewer reimbursement code, the issue the City would have to address is, if we did something in the sewer reimbursement code related to that, how would it affect all of the previous reimbursement districts – and would we be changing those agreements retroactively, which is a more complicated issue.

6. NON-AGENDA ITEMS – Councilor Henderson thanked everyone for the opportunity to attend a speech at the University of Oregon regarding transit and urban and suburban development and what Tigard have to work with in the future.

Council President Wilson mentioned that he attended a Light Rail Facilities Design Class at Portland State University with Mayor Dirksen, Senior Transportation Planner Gray, and Streets and Transportation Projects Engineer McCarthy. People attended from all over the world. He found it fairly technical but very informative and plans to give a briefing at a future Council meeting.

City Manager Prosser announced that the polls were closed and City Recorder Wheatley brought in information on the measure to form a Tigard-Tualatin Aquatic District. Election results as of 8:00 p.m. are Yes - 5,124 votes and No - 2,431 votes.

7. 8:14:26 PM Mayor Dirksen announced the Tigard City Council would enter into an Executive Session to discuss potential litigation ORS 192.660(2)(h).

8. 8:15:05 PM ADJOURNMENT Councilor Webb moved for adjournment of the Council Workshop Meeting; Councilor Buehner seconded the motion, and all voted in favor. Council entered into an Executive Session. Executive Session ended at 8:33 p.m.

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City *of* Tigard
Council Workshop Meeting - Minutes

TIGARD CITY COUNCIL

MEETING DATE/TIME: June 15, 2010 – 6:30 p.m. – Workshop Meeting
MEETING LOCATION: City of Tigard – Town Hall, 13125 SW Hall Blvd., Tigard, OR 97223

- EXECUTIVE SESSION: At 6:31 PM the Tigard City Council entered into an Executive Session. City Manager Prosser announced that it was called under ORS 192.660 (2) (d) to discuss labor negotiations. At 6:40 the Executive Session ended.

1. WORKSHOP MEETING

1.1 At 6:42 PM Mayor Dirksen called the Tigard City Council Workshop Meeting to order.

1.2 Deputy City Recorder Krager called the roll.

	Present	Absent
Councilor Webb	x	
Council President Wilson	x	
Councilor Buehner	x	
Mayor Dirksen	x	
Councilor Henderson	x	

1.3 Pledge of Allegiance

1.4 Council Communications & Liaison Reports – Mayor Dirksen reported that Metro now has a revised Regional Transportation Plan and a new Urban Reserves Plan.

Councilor Henderson announced that the local communications franchise will switch from Verizon to Frontier on July 1, 2010.

1.5 Call to Council and Staff for Non-Agenda Items – Mayor Dirksen said staff requested moving Agenda Item No. 2 – Discuss Committee for Citizen Involvement Role to a time later in the meeting as there were no CCI members present but there were citizen board members present for both the Parks and Recreation Board item and the Intergovernmental Water Board item. Council concurred.

2. DISCUSS COMMITTEE FOR CITIZEN INVOLVEMENT ROLE (This item was heard after Agenda Item No. 6.)

3. DISCUSS PARKS AND RECREATION ADVISORY BOARD PROPOSAL FOR A NOVEMBER ELECTION

6:45:13 PM Public Works Director Koellermeier introduced this item, and said the time is nearing to make a decision on whether to put a park bond measure on the ballot. He said PRAB met in a special session on June 1, 2010 to come up with this proposal and is seeking Council's comments as they moved towards their final proposal.

PRAB Members present were: Chair Jason Rogers, Holly Polivka, Troy Mears and Scott Bernhard.

Bob Betcone from the Trust for Public Lands (TPL) reviewed with Council a poll taken in January which tested the waters for a park bond. They heard that the voters were generally positive. He said that as a side note, the Aquatic District measure was a bell weather and it passed. He said their campaign was well run, with a lot of grass roots support. He said that in general, voters are more supportive of preservation and acquisition of land more than for building improvements (ball fields and structures) on it where support dropped from a solid 50% to 30%.

6:52:00 PM PRAB Chair Rogers asked Council what they liked or disliked about what was prepared. Councilor Buehner asked how they determined what the percentage of parks is in each part of the City. Chair Rogers said it is not exact but they used the Parks System Master Plan and allocated a higher percentage to areas with the fewest park offerings.

6:53:08 PM Council President Wilson commented that the Parks Board is, "veering a little bit from our original intent." He said as the City approaches build-out the intent should be to purchase the last remaining green spaces while they are still available. He said what they've suggested (sprinkling parks around equitably) might work at another time but he didn't want to jeopardize the chance to purchase two legacy –type parcels, specifically, the Fowler and Sunrise properties. He said, "We don't need more swing sets everywhere; we need to get the land while we can. Anything that veers from those goals, I won't support."

6:57:06 PM Councilor Henderson referred to the Parks Master Plan which identifies over $80 million in need and said he felt PRAB did a good job of identifying $19-$20 million in prime projects. He stated that he was impressed with PRAB and their diligence, and he endorses what they've done.

6:58:59 PM Councilor Buehner said her memory of this is closer to what Council President Wilson said. She thought 80% would be devoted to purchase of properties and felt that polling backs up this figure.

PRAB Chair Rogers said they avoided naming specific properties. He said, "If there are large pieces of property, we want them but this bond measure needs to pass. Some voters need swing sets and some desire large parcels." In response to this, Councilor Webb said the City wasn't specific enough with the last bond measure. She said, "I don't want to go forward unless we can do it right."

7:02:31 PM Mayor Dirksen asked how they arrived at the $25 million figure. PRAB Chair Rogers said a robust dialog was held about the figure at the end of the meeting and there was a lot of discussion about what amount to use. Mayor Dirksen asked if the amount is adequate, in PRAB's view, to purchase all the acreage we need to create the Parks Master Plan goals. Chair Rogers said the percentages could change between land acquisition and development. Mayor Dirksen said he felt strongly that the City needs to buy property now and if funds are

lacking to develop it, we can do that development later. He said if we wait, we won't have the property to put development on.

Mayor Dirksen asked about the geographic equity and if this came into the discussion during the polling. Mr. Betcone said it was not as evident in the polling, but in TPL's experience it is very important to have fair distribution throughout the district. He said in his view the quadrant approach was a good effort to show how money could be distributed throughout the community. He said the caveat is that real estate is a game of opportunity and sufficient flexibility needs to be maintained to enable the City to purchase as opportunities arise.

Mayor Dirksen said, "One way to approach this is to tell people, 'Our goal is for every citizen of Tigard to have a park or some sort of open space within a quarter-mile of your home. Some parks may not end up exactly in your neighborhood but they are accessible with a quick walk or drive.' We could meet this target." He said he concurs with other Council members that specific pieces of land need to be identified so that when people hear Tigard needs "X amount of acres," they know as properties come up for sale, they will be purchased and are assured that the bond money will be only spent for that purpose.

Mayor Dirksen stated that he is uncomfortable going out for a bond amount that is larger than the one in the bond measure that failed. He said citizens will rightly ask, "Aren't they paying attention?" He said a defensible amount would be the $20 million asked for originally less the grants Tigard received since the last time this was on the ballot. He asked PRAB if that seemed reasonable.

Chair Rogers said what the Mayor suggests adds clarity for the voters.

Councilor Buehner asked that the materials specifically talk about the Downtown Plaza because that is a big feature of the downtown plan that the voters approved.

Councilor Henderson commented that he was very comfortable with the PRAB team; they know their stuff and will be able to talk about it to the public. Mayor Dirksen agreed with Councilor Henderson and said he appreciates PRAB's vision and that members recognize the importance of parks.

4. JOINT MEETING WITH THE INTERGOVERNMENTAL WATER BOARD (IWB) REGARDING THE WATER TREATMENT PROCESS SELECTION FOR THE LAKE OSWEGO/TIGARD WATER PARTNERSHIP

7:17:44 PM Public Works Director Koellermeier introduced this item. Present for the discussion were Brown and Caldwell Consultants Jon Holland and Bill Persich, Water Partnership Communication Director Jane Heisler, Lake Oswego Project Director Joel Komarek, Tigard Water District Member Charles Radley, and Intergovernmental Water Board Members Dick Winn, Mike Stone and Keith Jehnke.

7:20:32 PM Lake Oswego Project Director Komarek thanked the Tigard City Council for this opportunity to talk about the partnership. He reviewed reasons why this partnership makes sense for both communities that include cost savings and improved service levels. He said this big project will cost a lot, but without the partnership, both communities would end up spending more for water. Existing equipment can be leveraged but there is also the opportunity to replace and expand that infrastructure to serve both communities. It creates opportunities to leverage regional interest in interconnections, perhaps beyond the borders of Lake Oswego and Tigard, which could bolster emergency water supply and response capabilities. Project Director Komarek said the partnership also allows both parties to secure once and for all, access to a high quality source of water.

Consultant Holland said this program is the project definition phase and will address questions such as how large to make the reservoir and where to route pipelines, etc. He said the final outcome would establish an overall capital budget to be incorporated into the Intergovernmental Agreement. Consultant Holland presented PowerPoint slides.

7:28:25 PM Mayor Dirksen asked if the existing treatment plant property is adequate for the addition of a new facility. Consultant Holland said it was, subject to permitting approvals from the City of West Linn. The finished water pipeline will arrive in Tigard at the existing Bonita pump station. A proposed reservoir will be located near the existing Waluga Reservoir which will ensure the Bonita pump station can do its job. He said several sites along Bonita Road are being evaluated new station locations. The Portland water supply line to Tualatin crosses this area and there is a possibility for an interconnect which could send water either way, from the partnership back to Portland, or to Tualatin.

Consultant Persich discussed water treatment and why it is necessary to protect public health. He described the Business Case Evaluation (BCE) process for making a supportable decision on expansion alternatives. He said an expert panel was assembled to review all options and perform initial screening. He reviewed key water quality parameters:

- Particulates (turbidity)
- Taste and odor
- Microorganisms
- Organics (molecules containing carbon & hydrogen)
- Regulated disinfection by-products (DBP's) which are formed as a side-reaction between chlorine and organics

He said he and the expert panel agree that the water source is high quality and the finished water is excellent. There are occasional spikes in raw water turbidity that are being treated at the plant, and a few episodes of finished water taste and odor, primarily due to naturally occurring algae bloom. Currently, the plant adds chemicals to mitigate this. He said Cryptosporidium was not found in enough concentration to be of concern.

He said a 2005 USGS study measuring pesticides and herbicides in the Clackamas source water found no urgency or concern with dealing with these manmade organics. DBP's are below current regulations, when a running average is taken. He said occasional spikes in samples are averaged out but if federal standards change to not allow averaging this data, water plants will be forced to use their spike samples as the benchmark of compliance. He said potentially the levels will be very close to the DBP standards. Although the current treatment plant functions well now, the expert panel believes it is not likely to meet anticipated changes in future DBP regulations.

Consultant Persich discussed a range of treatment technology alternatives. He said the experts evaluated options and assessed costs, risks and benefits of different filtration systems in more detail. He said the panel and the sounding board unanimously recommended the conventional filtration and ozone biologically active filter (BAF) combination to be the best system. He said the conventional filtration system meets the current requirements and the BAF ozone goes beyond to enhance public health protection. He said additional costs to add ozone runs $10-20 million dollars in capital and an additional $300,000 in operating costs per year. He said it is estimated to run the customer an additional $3-6 dollars per month.

Consultant Persich read a list of benefits ozone would provide:

- Provides an additional disinfection barrier (currently, chlorine is the only barrier)

- Will consistently improve taste and odor issues
- Deliver higher quality than regulation standards, anticipating changes in DBP standards
- Decreased dependency on chlorine because bulk of disinfection is done with ozone
- Ozone does not as many DBP's as chlorine
- Ozone will reduce emerging chemicals found in water such as pharmaceuticals and personal care products
- Ozone is not a new technology and has been proven all over the world
- Could help handle any future source water problems due to urbanization, etc.
- Shares some stated Lake Oswego and Tigard values and principles such as providing the best long-term solution for water and public health protection

Councilor Henderson asked how ozone purifies water. Consultant Persich said it is a strong oxidizer which breaks apart chemical bonds and destroys the bacteria.

In response to a question from Council President Wilson about how long ozone remains in the water, Mr. Persich said it lasts about 20 minutes before dissipating. Council President Wilson asked, "Given we are downstream from Lake Oswego, is it good for Tigard to have a residual level of chlorine and would using less be detrimental?" Consultant Persich said it is necessary to have chlorine reserves in water and the state regulates it. He said chlorine is added at the treatment plant in high enough concentrations to take care of the major bacteria and to make sure there is a large enough residual in the distribution lines. Consultant Persich said with the use of ozone, hardly any bi-products are created as less chlorine is required.

Councilor Buehner said she attended the second and third workshops with the expert panel and citizen sounding boards and was impressed with their depth of analysis. She said she is supportive of their findings and recommendations.

Tigard Water District Member Radley asked for a copy of the PowerPoint slides and discussed industry standards in statistics.

Mayor Dirksen said the recommended level of treatment seemed like a reasonable technical compromise. He said that setting a goal for water quality at a minimum level is not acceptable.

7:57:10 PM Ms. Heisler described the public outreach done for the treatment process decision. She said their intent is to inform the public about the process, consult with them and acknowledge their concerns, and provide feedback. She described their website, press releases, utility bill inserts in Lake Oswego and newsletter articles for both cities. (Tigard's water bill insert space was already spoken for in May and June.) She said focus groups expressed overwhelming response that they are pleased with the water.

She invited Council to a June 24 Open House at Lake Oswego's West End Building from 5:00-8:00 p.m. with presentations at 6:00 and 7:00 p.m. She said the next oversight committee meeting is scheduled for June 28. Both Councils will meet on July 12, in Tigard. Council President Wilson complimented Ms. Heisler on the public process and information campaign.

Mayor Dirksen thanked everyone for the update and said he agreed with Council President Wilson that the public process and information campaign has worked very well.

5. PROJECT OVERVIEW OF WATER RATE STUDY AND WATER SYSTEM DEVELOPMENT CHARGE (SDC) UPDATE

Dennis introduced Red Oak Consultants Joe Healy and Paul Matthews, and Tigard's Project Manager John Goodrich.

Consultant Matthews presented a PowerPoint on this topic. He said they were in the beginning of the study of the water rates and SDC's that will lead to the funding of the water project. He said there were four major elements to the study:

1. Develop a financial plan (cash flow to fund improvements)
2. Assign costs to various customer classes to equitably share the burden
3. Rate Design Process
4. System Development Charges (SDC's)

Consultant Matthews said they would be coming back to meet with Council and the Intergovernmental Water Board in mid-July with preliminary findings on revenue requirements and the cost of service. He said they will then meet in September to talk about the rate design itself.

Consultant Matthews said SDC's are designed to offset the cost of growth and help provide equity between existing customers who have been paying into the system for a long time and future customers. He said Oregon law gives guidance on how SDC's are done. He said that over the long run, the revenue you get from SDC's should balance with growth-related improvements.

He said another issue they will be examining is the affordability analysis. He said the consultants have also been asked to study whether it is beneficial to the ratepayers to expand service to areas that are not currently being served by the Tigard water system. He gave out a pamphlet to Council called, "Basics of Water Ratemaking."

8:13:30 PM Council President Wilson said, "Given the concept that new accounts should pay for the increase needed to serve them, in our case it's a little different because we've never had our own water system. How do you balance this?" Consultant Matthews said they will look at the water system and all of its functions, including storage facilities, transmission system, distribution system and pump stations. He said they will identify in detail the costs available for growth.

Intergovernmental Water Board Member Winn asked about the curve of cost vs. volume – the more you use the cheaper it is - and if something could be done with that concept so that the more you use, the more you pay. Consultant Holland said the issue with a water utility is that the costs are largely fixed. He said the more you use in peak periods drives the sizing of your facilities and increases the cost of your utility. He said they will take this into consideration.

Public Works Director Koellermeier added that due to some new regulations, Tigard will be required to have conservation-based pricing and this will be incorporated.

Public Works Director Koellermeier said staff and consultants will be back to meet with Council several more times to discuss findings and recommendations. He said Council received an initial Communication Plan supporting this effort in their Friday packets, and stressed that communication about this issue is key so staff is putting a lot of energy into design this tool.

6. DISCUSS INTERGOVERNMENTAL AGREEMENT (IGA) BETWEEN THE CITY OF TIGARD AND THE CITY OF SHERWOOD FOR JOINT FUNDING OF WATER SUPPLY IMPROVEMENTS

Public Works Director Koellermeier introduced Sherwood Public Works Director Craig Sheldon who has been working with Tigard's legal staff to bring this proposal tonight. He said the partnership with Lake Oswego has a fixed capacity and Tigard officially expects to get 14 million gallons a day (MGD).

He said the current supply plan is using water from the Lake Oswego partnership and buffering it with ASR wells which will get us to the year 2030, according to the latest estimates. He said towards the year 2035 Tigard's water needs will grow above the 14 MGD.

He said Sherwood has decided to go to the Willamette Treatment Plant. He showed pipeline alignment maps. He said Sherwood is currently building pipelines and has elected to oversize portions of these improvements due to favorable bidding conditions and anticipation of future use by other Willamette River Water coalition partners.

He said Tigard is a member of the Willamette River Water Coalition (WRWC) and is entitled to 20 million gallons per day of those water rights, which have been extended to 2040. Tigard would buy 20 MGD of capacity in the Wilsonville to Sherwood pipeline and have guaranteed access. He said Tigard has the option to pay into this over time.

He said the legal question is whether this violates Tigard's Charter Amendment regarding Willamette River water. The City Attorney is confident that he will be able to render an opinion that since this pipeline doesn't connect to the city of Tigard, there is no violation. Public Works Director Koellermeier reminded Council that Tigard's Water Service Area is larger than the city limits and also includes Durham, King City and the Tigard Water District. None of these other partners have the Willamette River restriction the City of Tigard has.

As to the question of timing, Public Works Director Koellermeier said it is an opportunity that is being presented to us now as Sherwood builds their pipeline. He said Tigard owns 20 MGD at the Willamette Treatment Plant as part of its membership in WRWC. He said taking action now will ensure Tigard has the future capacity it needs.

Councilor Webb mentioned an opportunity she heard about at the last WRWC meeting to place the pipeline along a Metro trail that is going to be built, potentially saving money by combining the work. Sherwood Public Works Director Sheldon said that decision will be made in July.

Councilor Henderson noted that the pipe wouldn't connect to Sherwood, but asked if water could go the other direction is case of need. Sherwood Public Works Director Sheldon agreed that it could. Mayor Dirksen asked if Tigard could sell unneeded WRWC water in the future to Sherwood or Tualatin. Public Works Director Koellermeier said that could be done in the terms of our agreement.

Sherwood Public Works Director Sheldon said there will need to be upgrades at the treatment plant and a pipe section in Sherwood that would have to be added onto. They are putting in a 48-inch pipe rather than a 36-inch pipe for the regional partners. Council President Wilson said, thinking regionally, having interconnected pipes would be a good idea.

Public Works Director Koellermeier said the Intergovernmental Water Board has been following this for awhile. A draft agreement is before Council and staff will schedule approval for a future Council meeting.

8:37:34 PM Mayor Dirksen announced a five-minute recess.
8:42:47 PM Mayor Dirksen called the meeting back to order.

Agenda Item No. 2 was moved from the beginning of the meeting.

2. DISCUSS COMMITTEE FOR CITIZEN INVOLVEMENT ROLE

Assistant Community Development Director Hartnett and Assistant City Manager Newton discussed the requirement of having a Committee for Citizen Involvement for land-use decision making. The nature of the CCI's assignment in Tigard has shifted over time. Staff is looking at making changes and clarifying the responsibilities of this committee. The land-use aspect of the CCI can fall to the Planning Commission and in many cities it is the Planning Commission.

Assistant Community Development Director Hartnett said staff also suggested better linking the CCI with the Neighborhood Network Program, which is part of their current charge. She said the third step is to reinforce to all boards and committees that they have a requirement for public outreach, tailored to whatever their charge or current focus is. She asked Council if they had any issues or concerns.

Council President Wilson said he agrees with this. He said the Planning Commission already has a lot of public involvement. He said the problem with the CCI is that they are doing public involvement in the abstract. Councilor Webb said she agreed too, saying there is frustration among some CCI members as to what their charge is. Mayor Dirksen said the City has asked the CCI to be too many different things at different times and to give them a specific charge and task will be good.

Assistant City Manager Newton said the CCI is very enthused about the Neighborhood Network and has been involved along. She said she saw a strong role for the CCI in oversight of steering committees that is citizen-driven.

City Manager Prosser clarified that under the Neighborhood Network Program, the steering committee was to contain representatives from each neighborhood. Assistant City Manager Newton said this would happen after all the Neighborhood Network gets up and running. These members would move onto the CCI.

7. DISCUSS REGULATORY IMPROVEMENT INITIATIVE

Assistant Community Development Director Hartnett said the Regulatory Improvement Initiative is a multi-year program to improve the Development Code. She said there are two parts, the Code Improvement Database, and Code Amendments. She said this will make the code more user-friendly and easier for staff to apply consistently. She said, "As we've added to it over time, we have not done a good job of tracking to make sure that the pieces we add fit with what was there." She said planning staff has kept lists of inconsistencies or other problems throughout the years and this project will address them.

Assistant Community Development Director Hartnett said the Use Categories portion will clarify which businesses or activities fall within these categories and which ones clearly do not. She said staff created a data base to capture needed corrections and help with assembly of packages for annual or semi-annual omnibus code amendments. She said Use Categories will be discussed this month with Planning Commission and is an example of the cleanup that can be done.

Associate Planner Caines has been designated as the Code Editor and is charged with reviewing all future Development Code amendments and making the code changes clear and cross-referenced.

Assistant Community Development Director Hartnett said they are working with legal staff to remove the Sign Code Chapter from the Development Code and put it in the Tigard Municipal Code which gives more opportunity for implementation without coming up against land use laws. She said they will also be working on the Temporary Uses Chapter. Council President Wilson commented that he has been involved with the code for a long time and sees this is as great opportunity to take a comprehensive look and clean it up. He suggested that Zoning Designations be considered as well.

Councilor Henderson asked if there would be public outreach. Assistant Community Development Director Hartnett said there will be for each amendment package but not for the initiative as a whole because the changes are so fragmented. Mayor Dirksen asked if the amendments would go through the Planning Commission hearing process and she responded that they would because they are land use actions.

Assistant Community Development Director Hartnett said there is hardly anything in the zoning code that doesn't trigger some Measure 56 notice. But she said some things that trigger that Notice are beneficial to a property owner and we need to communicate this.

8. NON-AGENDA ITEMS 9:08:14 PM City Manager Prosser said that the City's Executive Staff reviewed the Tentative Council Agenda and noted that the August 24 business meeting has very few items. He suggested cancelling it which gives Council a block of time from August 18 through September 13 to use for vacations. Council supported cancelling the August 24, 2010 meeting.

9. ADJOURNMENT At 9:10:07 PM Councilor Webb made a motion for adjournment and Councilor Buehner seconded. All voted in favor.

	Yes	No
Councilor Webb	x	
Council President Wilson	x	
Councilor Buehner	x	
Mayor Dirksen	x	
Councilor Henderson	x	

_____
Carol A. Krager, Deputy City Recorder

Attest:

_____
Mayor, City of Tigard

Date:_____

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City *of* Tigard
Special Joint Tigard/Lake Oswego City Council - Minutes

TIGARD CITY COUNCIL

MEETING DATE: July 12, 2010 – 6:30 p.m.
MEETING LOCATION: City of Tigard – Town Hall, 13125 SW Hall Blvd., Tigard, OR 97223

6:30:25 PM Mayor Dirksen called to order the Joint Meeting of the Tigard and Lake Oswego City Councils.

Roll Call:	Present	Absent		Present	Absent
Mayor Dirksen	x		Mayor Hoffman	x	
Councilor Henderson	x		Council President Johnson	x	
Councilor Webb	x		Councilor Jordan	x	
Council President Wilson	x		Councilor Hennagin	x	
Councilor Buehner	x		Councilor Olson	x	
			Councilor Moncrieff	x	
			Councilor Tierney	x	

Pledge of Allegiance

Council Communications & Liaison Reports - none

Call to Council and Staff for Non-Agenda Items -none

1 WATER PROJECT BRIEFING - LAKE OSWEGO/TIGARD PARTNERSHIP

Tigard Public Works Director Koellermeier introduced this item. He turned over the presentation to Project Director Joel Komarek who presented a PowerPoint slide show on the Lake Oswego/Tigard Water Partnership.

6:35:14 PM Project Director Komarek discussed cost savings, operating budget and the program status. He said they are coming to the conclusion of the Project definition Phase, and are updating the project and program costs that were developed as part of the Carollo Report. A budget cost estimate update is scheduled to come before each Council in early September.

Terry Buckholz described the collaborative process with environmental resource agencies. She said their first meeting will be tomorrow and they will present the program definition, list all the projects and identify which areas have potential impact. She said their next meeting will be in November to review methods and data relating to each program component. She said resources agencies would be most interested in the impacts of withdrawal of water from the river. She said there are some cultural resources in the project area and there will be groundwork to help identify and avoid those resources or, if this is not possible, mitigate the impacts. She described the water rights process and gave an update on permitting.

6:38:00 PM Brown & Caldwell Consultant Holland showed aerial views of each phase of the project and pointed out differences between now and the original report prepared by Carollo. Notable differences in the Intake Pump Station in Gladstone are an access bridge, surge tank and other improvements in the river to protect fish and prevent erosion. He said the existing Water Treatment Plant has the biggest area of differences from the original report, including the need for a larger building and a mechanical solids dewatering system. Standby power was not in the existing plan but is necessary for reliability. The existing sedimentation basin will be replaced.

The finished pipeline alignment is largely the same as in the Carollo report. One option under evaluation is upsizing the pipe to a 42-inch pipe rather than 36-inch.

There are slope stability issues at the crossing at Oswego Creek. An alignment being evaluated adds length to the pipe in this location.

The Finished Water Pipeline from George Rogers Park to Iron Mountain Blvd will follow original alignment, deviating only to avoid private property.

At the reservoir, the Carollo report envisioned a 2.5 MG storage tank but project engineers are now looking at a 3.5 MG storage tank instead. The increased size is needed for fire flows and other emergency storage. In addition, there is just one opportunity to build at this site; in the long term a third could not be added. There is also a water pressure issue at this reservoir so they are looking at building taller, as well as building back as far as possible to create a greater buffer for the neighborhood.

He said they are looking at several alternative sites at the Bonita Pump Station in Tigard which all would require property acquisition. They will hone in on this during the next phase of the program. One thing about the current site is that the City of Portland's Washington County supply line that serves Tualatin runs nearby and it is desirable to be in the vicinity for potential interconnectivity benefits.

6:54:36 PM Brown & Caldwell Consultant Persich said his water treatment presentation was a recap of a prior presentation on Water Treatment Alternatives. He discussed key water quality parameters and the advantages and disadvantages of different methods of treatment. He said the expert panel and citizen sounding board recommended consideration of ozone as well as conventional treatment.

Project Director Komarek asked the Councils for their input on treatment recommendations. He reiterated that the expert panel consensus was to go with conventional treatment and ozone and to implement that with the expansions of the plant. He said the citizen sounding board which was composed of members from both communities concurred.

7:03:44 PM Mayor Dirksen asked if Lake Oswego Councilors had any questions or comments. Lake Oswego Councilor Hennagin referred to the PowerPoint slide showing the program status budget cost estimate update. He said the margin of error makes the accuracy rate seems low. Project Director Komarek asked Consultant Holland to respond.

7:05:41 PM Consultant Holland said the Cost Estimating Association realizes that engineers take a lot of flak when their cost estimates are wrong. They also want to be proactive with policymakers so they understand that when they hear a number at the planning level or early on in the process they shouldn't think it is a reliable number without a plus/minus range of accuracy going with it. He said this cost estimate is actually presumed at a higher level of design definition than where the Lake Oswego/Tigard project currently is. He said, "We are working hard to focus on what the most critical aspects of the projects are that influence costs and focus our attention there, rather than generating plans and specs for the cost estimators to work from." He said even at 100% design the actual costs have a variance.

7:08:35 PM Council President Johnson asked if there was a significant cost savings to adding ozone now rather than later. Consultant Persich said you need to plan now to add the implementation at a later date. If this modification step is not planned for you may have to undo some things later the cost penalty is estimated to be near $4 million. Consultant Persich said there may be extra costs in the amount of $1-2 million in phasing the project and greater construction impact on neighbors. Consultant Holland added that as part of additional construction there would be another land use permitting process for West Linn and the uncertainly that goes along with that process.

Councilor Olson asked Consultant Persich why in earlier presentations to the Lake Oswego Council he thought they were going to go with the conventional treatment rather than ozone. She asked what changed. Consultant Persich said at that time they had only gone through two of the three workshops. In the third workshop the expert panel saw advantages to using ozone and universally said this option would be desirable. Councilor Olson asked if the reduction in the use of chlorine is significant on operating costs. Consultant Persich said what is more of a benefit is the reduction in disinfection by-products.

7:14:02 PM Councilor Tierney said the Councils are making decisions that have a long-term impact. He said for that reason and because of additional contaminants entering into our water through how we live, and the ability of ozone to treat some of these emergent chemicals, "we are on the right course."

Council President Jordan asked what the cost differential was between preparing to add ozone later rather than now. She said she understands why Wilsonville has ozone; they have Willamette River water. She said Clackamas River water is very pure and doesn't have the things upstream that the Willamette River does. She said she agreed with Councilor Tierney that this is a long-term decision but said new technology may come along in the next twenty years that may be better than ozone.

Consultant Persich said their preliminary cost estimates indicate a range between $10-20 million but they will be able to give a sharper estimate in September. Referring to the question about better technology, he responded that it is always out there but doesn't know when or what that will be.

Councilor Webb said, "We need to think about regulations coming at us in the future, not just the new technologies." She commented that the DBP's are at upper levels right now and they were told at oversight committee meetings that it is critical to get those levels down.

7:18:13 PM Councilor Buehner said most chemicals that have been banned are chlorine attached to some organic chemical, and more of these are going to be banned in the future. She said she was very comfortable with the recommendation to go with ozone.

7:20:11 PM Councilor Henderson requested clarification on the 20 cents per customer per day cost. Consultant Persich said that cost is actually per household. Councilor Henderson asked if this was for operating costs only. Consultant Persich said it was for operations and amortization of the debt service.

Council President Wilson said he had questions about the overall cost. He asked, "We are already looking at a doubling of our rates. It's $3-6 on top of what?" He asked what the impact would be on the remaining customers if the assumed population growth rate increases do not occur.

Project Director Komarek responded that there will be another opportunity to have this discussion in September with better cost estimates. Councilor Olson asked if they will bring cost estimates for both treatment options and Consultant Persich said they would.

Mayor Hoffman asked what other Oregon cities besides Wilsonville are using ozone alongside conventional filtration, and how common it is in the country. Consultant Persich said he was not sure but could get that information.

Councilor Moncrieff asked if she was correct in her understanding that an advantage of using ozone in addition to conventional treatment is that ozone reduces emergent contaminants such as endocrine disrupters and herbicides. Consultant Persich said ozone has the ability to destroy some of those molecules where conventional chlorination wouldn't even touch them.

Mayor Dirksen summarized that there is interest in continuing to study adding an ozone system but both Councils want to see the cost figures as they are firmed up.

7:28:06 PMClark Worth represented Jane Heisler who was unable to attend. He gave an update on public information efforts, saying most of the recent focus had been on the treatment decision. He introduced members of the citizen sounding board who were present: Ken Henschel and Mike Stone from Tigard, and Bruce Brown from Lake Oswego, noting that sounding board members concurred with the recommendation of the expert panel. Future public information was discussed. Rate increases will be discussed in September with both cities. Councilor Henderson said he attended the June 24 open house and it was excellent.

7:35:15 PM Dick Winn, Chair of the Intergovernmental Water Board (IWB) said, "We are part of Tigard and are in the chain of command, for example, we recommend water rates to the Tigard City Council." He said the IWB service area includes Tigard, Durham, King City and some areas of unincorporated Washington County and they would like consideration that they exist.

2. PACIFIC HIGHWAY VISION PRESENTATION

7:38:37 PM City Manager Prosser gave Lake Oswego Council and staff some background on this project. He said a major effort on this side of the freeway is the southwest corridor high-capacity transit study. He said Tigard has been looking at ways to address Pacific Highway traffic, the number one issue for Tigard residents for years. He said Tigard has gone through a visioning process to consider what is possible in this corridor. At the same time, a high-capacity transit study is just now underway at Metro and light rail is a strong possibility in this corridor although no final decision has been made.

City Manager Prosser said Tigard developed a vision for Pacific Highway in conjunction with the University of Oregon School of Architecture. He said he and Mayor Hoffman discussed how sharing information about this process and Lake Oswego's alternatives analysis and other work with the trolley would be beneficial to both cities.

7:41:15 PM Community Development Director Bunch presented a PowerPoint on the visioning project. He said studies found that latent demand would fill any additional lanes on Pacific Highway. He said, "We could not build our way out of this problem." He said in January, 2009, the City of Tigard and University of Oregon Portland Architectural Laboratory worked together on a vision for Pacific Highway.

He said they found that 99-W/Barbur/Pacific Highway was the most feasible route for high-capacity transit. Metro is studying an I-5 corridor refinement plan which stretches from Portland to Sherwood. A document was produced showing a visualization of how the Tigard portion of the Pacific Highway corridor could be transformed by high-capacity transit.

He said Pacific Highway cannot function well due to its congestion. An opportunity arises to take the uses along 99W and shape them to be more convenient and accessible, reflecting changing demographics and markets and recognize the need for alternative transportation. He said only one-tenth to one-quarter of the area along Pacific Highway is built on; it is not very dense. He said the area called the Tigard Triangle has the most potential for transformation by high-capacity transit; however land use changes there would run up against ODOT's Transportation Planning Rule. He noted that a developer asked to build an eight-story building years ago in Tigard and they had to be told no because it was against the constraints of the transportation capacity. Community Development Director Bunch said high-capacity transit is essential to begin to solve these problems, as well as some state policy changes.

Community Development Director Bunch talked about the twenty-foot wooden model made by the students that describes volumetric transformation. He said Tigard did a lot of computer simulation using the latest technology. The model shows how high-capacity transit will help solve Transportation Planning Rule issues in the Tigard Triangle. In the Central/Viaduct area, redevelopment presents the greatest opportunity to present a sense of place for Tigard. South Tigard is the newest area, is more residential, and has very poor street connectivity. This is the area where the new urban concept and urban reserves are located.

City Manager Prosser noted that lead professor Hans Joachim Neis has been invited to do a presentation on this vision at an international conference in Germany next month. He said corridor redevelopment is a worldwide problem and this is the one of the first corridor studies.

8:03:18 PM Mayor Dirksen said several years ago Council wondered how to deal with the massive congestion along Pacific Highway and commissioned a congestion study with ODOT, the goal of which was to compile a list of projects to improve traffic flow. He said Tigard and ODOT came up with some intersection improvements what are underway right now on 99W/Hall and on 99W/Greenburg, with future improvements planned as money becomes available for the intersection at 99W/McDonald/Gaarde, and at Dartmouth Street. He said what we learned looking at the regional transportation plan and urban and rural reserves was that you can't look at transportation without talking about land use and you can't look at land use without talking about transportation. Mayor Dirksen said he was favorable to a route running high-capacity transit through the Tigard Triangle but parallel to Pacific Highway so it does not create too much impact on existing right-of-way capacity.

Councilor Jordan commented on the greening up of the central viaduct corridor and its shorter timeframe and asked if some of this work was in progress now. Mayor Dirksen replied that Tigard is working with Washington County's Clean Water Services on improvement and enhancement of the Fanno Creek corridor, as this area was identified as downtown Tigard's best feature.

Council President Wilson asked for an opportunity to put the Pacific Highway Vision document into perspective. He said the purpose was to teach the students and he sees it not so much as the City's vision, but as a collection of the vision of many students. He said some of the ideas are more practical than others and it is a tool that Tigard can draw from as we move forward.

Community Development Director Bunch added that the importance of this project is to enhance the viability of our single-family homes. He said in order to accommodate growth in the community we need to manage the upcoming changes. By concentrating growth in these areas and providing urban amenities, we create a more vibrant community for everyone and maintain the integrity of our residential neighborhoods.

3. LAKE OSWEGO TROLLEY ALTERNATIVE ANALYSIS DEIS BRIEFING

8:10:58 PM Mayor Hoffman gave an update on the Lake Oswego Portland Transit Project (LOPT). He noted that Tigard and Lake Oswego have a lot in common; Highway 99W is where Highway 43 is predicted to be in 2035. He also noted similarities in Tigard reclaiming natural resources along Fanno Creek and in the Triangle and work that is being done in Lake Oswego to reconnect with the river.

He said the Lake Oswego Portland Trolley is a corridor as well as a center development and the purpose is to improve future transit capacity in the Hwy 43 corridor between Lake Oswego and Portland.

He presented a PowerPoint slide show on the LOPT which spans a timeframe to 2035. He said Lake Oswego will be involved with multiple jurisdictions and agencies. Options being discussed are enhanced bus, streetcar or no-build. He said the streetcar would leverage the Willamette Shore Line rail line right-of-way that has been in existence since the 1920's
A no-build alternative is a basis for comparison of the Enhanced Bus and Streetcar options.

Mayor Hoffman said challenges they face are the replacement of the Sellwood Bridge, right-of-way issues in Dunthorpe/Riverdale and the closeness of streetcars to existing houses.
He said they are looking at Foothills Redevelopment to enhance access to the Foothills Park from downtown Lake Oswego. They will be looking at creating a new urban renewal district, adding to an existing urban renewal district or other financing options.
There is a study underway to determine means to overcome the issues of sewer treatment, flood zone, access and ODOT's Transportation Planning Rule.

Council President Wilson asked, "Why a streetcar and not light rail?" Lake Oswego Mayor Hoffman said that was because of the age of the tracks and there is only a single-track in many places.

8:34:05 PM Councilor Buehner asked if the City has received any pushback from people living near the streetcar. Mayor Hoffman said they have received pushback from Portland condo owners in Dunthorpe who have raised concerns regarding the closeness of streetcars to their homes. Council President Johnson said the Streetcar Project has one person devoted to talking with homeowners and working together with neighborhoods.

Councilor Henderson referred to the potential of a light rail terminus in the downtown area. He asked if Lake Oswego's streetcar would terminate in a parking lot that requires bussing people from there. Mayor Hoffman responded that they propose two Park and Ride lots. He said there is also room for further development in that terminus area as well as ways to bring in more bus service.

4. PRESENTATION OF FIRST-TIER SUBURBS DEMOGRAPHICS

8:40:21 PM Community Development Director Bunch noted that Portland State University compiled a report comparing first-tier suburbs demographic date. He said, "We found interesting similarities between the two communities. Travel characteristics in both communities are similar and emphasize the need for multi-modal transportation." He said both Lake Oswego and Tigard have a low percentage of families living in poverty as well as those occupying their current residence for less than one year. Tigard has the second highest median household income (below Lake Oswego). Community Development Director Bunch shared some demographic similarities between Beaverton and Tigard and Portland and Tigard.

Councilor Olson asked about Tigard's population and what the recent population growth is. Community Development Director Bunch said Tigard's population is 47,000 which grew by 1%. He said Tigard's greatest growth was in the 1980's but the City is now landlocked and approaching build-out. Mayor Dirksen said the City is down to 400 acres of buildable land. City Manager Prosser noted that Tigard's daytime population is close to 100,000 due to Washington Square and other employers.

Councilor Jordan said Tigard and Lake Oswego's partnership over water could lead to a future Center between Tigard and Lake Oswego. Council President Wilson remarked on the proximity of Kruse Way to the Tigard Triangle. Mayor Dirksen said that while there has certainly been a drop in residential development during the recent economic conditions, Tigard has not seen as big a drop in commercial development.

8:56:44 PM Mayor Dirksen thanked the Lake Oswego Council and staff for attending the joint meeting. He said the cities have much in common and he looks forward to working together. Councilor Buehner said she would like the two councils to meet on a regular basis.

5. COUNCIL LIAISON REPORTS

8:52:07 PM Mayor Dirksen commented that he sits on the League of Oregon Cities Transportation Committee and the League has made the disconnect between land use and transportation planning rules a top priority.

Councilor Henderson asked Councilor Tierney about a recent conference he attended. Councilor Tierney said he was on the National League of Cities First Tier Suburbs Steering Committee. He said their meeting in Dallas discussed a number of topics including regionalism, retail, transit-oriented development, neighborhoods, and the future. He said the Committee toured transit-oriented development in Texas. He is scheduling a slide show for a Lake Oswego Council Meeting in August. In response to a question from Councilor Buehner, he said the light rail goes underground in downtown Dallas.

6. NON AGENDA ITEMS - none

7. ADJOURNMENT 8:56:44 PM Mayor Dirksen thanked the Lake Oswego Council and staff for attending the joint meeting. He said the cities have much in common and he looks forward to working together. Councilor Buehner said she would like the two councils to meet on a regular basis. 8:57:31 PM Councilor Webb moved for adjournment and Councilor Buehner seconded the motion. All voted in favor.

_____
Carol A. Krager, Deputy City Recorder

Attest:

_____
Mayor, City of Tigard

Date:_____

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City *of* Tigard

Tigard Business Meeting - Minutes

TIGARD CITY COUNCIL

MEETING DATE/TIME: July 13 , 2010/6:30 p.m. Study Session and 7:30 p.m. Business Meeting

MEETING LOCATION: City of Tigard – Town Hall, 13125 SW Hall Blvd., Tigard, OR 97223

Mayor Dirksen called the meeting to order at 6:30 p.m.
Council Present:

Name	Present	Absent
Mayor Dirksen	✓	
Council President Wilson	✓	
Councilor Buehner	✓	
Councilor Henderson	✓	
Councilor Webb	✓	

Staff Present: City Manager Prosser, Assistant City Manager Newton, Community Development Director Bunch, Assistant Community Development Director Harnett, Public Works Director Koellermeier, Parks Facilities Manager Martin, City Engineer Kyle, Assistant to the City Manager Mills, Management Analyst Wyatt, City Attorney Ramis, City Recorder Wheatley

STUDY SESSION

1. Consider Recommendations of Park Acquisitions for the Bond Election

   Park and Recreation Board Chair Jason Rogers and Board Member Troy Mears were present. Also present were Bob Betcone and Josh Alpert from the Trust for Public Lands.

   Public Works Director Koellermeier introduced this topic.

   Councilor Henderson reviewed his proposal for a second bond measure for future incorporated Tigard areas. A copy of his outline is on file with the packet materials. Councilor Henderson said he spoke with City Manager Prosser and it appears that it is feasible for the City to purchase land outside of city limits. The areas identified for future parkland needs were the Durham, Metzger, West Bull Mountain, and unincorporated islands inside Tigard city limits areas. He acknowledged that he has heard a couple of people say that having this second bond measure as a proposal is confusing;

however, he thinks it's a matter of selling and explaining the idea. He suggested the park bond be considered before this second measure is put forward. He said support of this proposal would show those in the unincorporated areas that the City of Tigard is a team player. The PRAB voted on this proposal; one member voted no and another abstained.

Council President Wilson said that this is a good idea noting that, with voter support, Metro has done similar actions and purchased land outside of the Urban Growth Boundary. He said, however, he is concerned about timing and whether now is the time to consider offering this second measure. Council President Wilson noted his concern about the City's proposed bond measure as he thinks $17 million is a high number; he would be more comfortable if the bond was for $15 million. Consumers are unhappy about spending right now. There is not a lot of pressure on land to be developed outside the Urban Growth Boundary and if we waited a couple of years, it is likely the land would still be there.

Council President Wilson noted that if the bond measure for the City's parks and open spaces fail, we would not be going out again for awhile. He said he wants to make sure that we give it our best, most concerted effort. Another issue with looking at purchasing parkland in the unincorporated areas might communicate that the City thinks we have a claim on some of the unincorporated area because the concept planning is occurring now. There might be sensitivity and we need to carefully think about how and when we proceed. We do need to make sure that we get ahead of development, but at this time he said he did not see development being imminent and he would rather concentrate on getting this one piece done before we take on that challenge.

Councilor Henderson agreed "we need to do a better job than we did last time."

Councilor Buehner referred to the City's purchase of parkland outside of the City of Tigard in the mid- to late-1990's (Cache Creek property). This turned out to be a "major mess" within the context of the Bull Mountain annexation proposal. She said she did not want to put the City in that kind of situation again for the reasons raised by Council President Wilson.

Councilor Henderson commented he has long heard that parks were an issue for the unincorporated Bull Mountain area. Councilor Webb pointed out if the City proceeded with Councilor Henderson's proposal, then the unincorporated residents would not be paying for the parks – City of Tigard residents would be paying with no guaranty that those areas will eventually come into the City of Tigard. After a brief discussion with Councilor Henderson, Councilor Webb said she did not think that "this Council, for the…foreseeable future will talk about annexation…as a citizen of Tigard, I would be outraged to be paying for parks for people who aren't going to have pay for them." Councilor Henderson said that would be the case only if was assumed they would not annex. Council President Wilson observed the land could be "banked" and then sold either to developers or to the entity that takes over later and he did not think that was a bad idea. Councilor Webb questioned whether it would be confusing to have two parks measures on the ballot.

Mayor Dirksen said buying land outside the City is a good idea. The Cache Creek property was a sensitive issue during the Bull Mountain annexation proposal; however, it worked out in the end. He added that if opportunity arises in areas around the City, which we could reasonably expect to annex, he would not be opposed to purchasing parkland with the proposed $17 million bond measure if approved. Mayor Dirksen said his major concern would be putting both measures on the same ballot. The $17 million is not adequate; however, it is a sufficient beginning and is all that our citizens can afford at this time. When the economy picks up, there might be an opportunity to ask the voters to consider an additional amount to pick up what we were unable to purchase now. He said he supported asking voters for the $17 million.

Councilor Henderson said he believes that the two ballot measures going together now would help pass the larger request for $17 million for parks and open spaces.

At the request of Public Works Director Koellermeier, City Council discussed the wording for the ballot title and text. Key points included:

- The original title focused on clean water. The Council would prefer the focus be on providing parks and protecting open space in the City. If the language could be crafted to say that this includes riparian corridors that will persevere water quality in the streams that would be a good message.
- The focus is on purchasing land for the future to secure for public domain and should be the primary component of the ballot title and the description.

Trust for Public Lands Representative Josh Alpert agreed with the points made by the City Council, which included Councilor Henderson's proposal. TPL, in its survey, tested the concept of buying land outside the City and it did not test well this go around; it has tested better in the past. Right now, the citizenry is focused on Tigard. Placing two ballots on at the same time might be confusing and, typically, when the voters are confused, then they vote no on everything.

Mr. Alpert commended PRAB and the Council for the current ballot title and text. It appears to address what voters indicated they wanted last time; i.e., more specificity and a greater case statement for need. He agreed with Council President Wilson that a $15 million bond measure proposal would be better but it is still viable at $17 million. We can make the case that this is a very different measure than last time. TPL is prepared to move forward.

In response to a question from Council President Wilson, Mr. Alpert elaborated that he thought $15 million was a more round number, but that $17 million would not make that much of a difference to the voters. Council President Wilson indicated he was still concerned about the higher number and preferred to be more conservative. Mr. Alpert said this would be a decision for the City Council rather than a TPL recommendation. The new package that PRAB has prepared shows there is something to be offered in every quadrant of the City. He reiterated that TPL is comfortable at either $15 or $17 million.

After brief City Council discussion, Council President Wilson continued to prefer the $15 million figure while the consensus of the remaining City Council members was for $17 million. Council President Wilson said that the Council and those involved with this ballot title need to do a better job of getting the word out and making the need understood including the importance of timeliness.

Councilor Webb suggested the City Council members contribute to paying for and creating a supporting statement for the Voters Pamphlet. Discussion followed about what City Council members could do to support the ballot measure.

City Manager Prosser summarized that the plan is to bring the ballot measure before the City Council for its consideration on July 27, 2010.

2. Discuss Development of Code of Conduct for Elected Officials and Appointed Board/Committee/Commission Members

Assistant to the City Manager Mills reviewed the staff report, which included samples of codes of conducts from other cities.

Staff heard from the City Council that they wanted a code of conduct for themselves as well as appointed officials of boards, committees and commissions. The preference of the City Council was for the code of conduct to be more friendly in tone, rather than regulatory.

Three areas were reviewed:

A. Themes – reviewed by Management Analyst Wyatt.

The trend for codes of conduct is for a friendly tone rather than regulatory in nature. He suggested a focus around the Core Values of the City. (Do the Right Thing; Respect and Care, Get It Done) Mr. Wyatt reviewed his suggestions for formatting the Code of Conduct.

- Councilor Buehner noted her preference for the City of Crestwood format.
- Council President Wilson said he would like the Code to be concise; i.e., bullet points.
- Councilor Webb noted also the need for clarity so it is interpreted consistently.
- Council President Wilson said the Code, if reduced to a bullet-point format, could be used as a tool during training with more elaboration. Other City Council members said they thought it would be better to have the bullet points be listed during training, with the Code being more elaborate.
- Mayor Dirksen and Councilor Webb indicated they preferred the City of Glendale's format. Discussion on the pros and cons of this format followed.

- Councilor Henderson said there should be short- and long-versions of the Code of Conduct. He offered that the Code should indicate responses to deterioration of conduct – what would happen if inappropriate behavior occurs.
- Management Analyst Wyatt suggested drafting the two versions (short and long) for the Code of Conduct. One version could list the Core Values with several bullet points under each value statement.
- Council President Wilson said that Glendale's Code appears to be more applicable to the City of Tigard. However, a lot of Glendale's Code would not apply to boards and committees. He suggested a resource for board and committee members regarding how to get along with each other in their official capacity. Mayor Dirksen noted agreement in that it might be better to have a Code for the City Council and one for boards and commissions because of differing circumstances.
- City Attorney Ramis noted that some of Glendale's points deal with ethical conflicts and matters that are regulated by other means. He suggested that the Code should not get into those areas. In addition, City Attorney Ramis said that the Santa Ana Code of Ethics had a good section on respect for fellow elected and appointed officials as well as staff and the public.
- Councilor Buehner noted she has some concern about conflict of interest issues. She said this should be covered. Assistant to the City Manager Mills suggested a reference could be made to the fact that there are Ethic Rules to be followed.

B. The Code of Conduct will apply to both the City Council and the City Center Development Agency.

C. Process Guidance – sanctions for City Council members and removal of board and committee members.

- Assistant to the City Manager Mills suggested the Code be less specific rather than detailed. For example if there is a problem then the process would be first to work with the Board Chair. She said changes to process would be proposed for the Tigard Municipal Code with amendments to current procedures as stated for the Planning Commission. Removal of a member would be under the purview of the City Council.
- In response to a question from Assistant to the City Manager Mills, Mayor Dirksen said that the Code of Conduct for Boards and Committees should be shared with the Chairs and their comments solicited. The City Council would then review and adopt the final Code of Conduct.

3. Administrative Items were reviewed by City Manager Prosser:

- Vacation Plans through September 2010 – City Council members were asked to notify staff of plans.
- Current Council Groundrules were distributed, which will be discussed at an upcoming City Council meeting.
- July Calendar
  - July 20, 2010 - Workshop Meeting - 6:30 p.m.
  - July 27, 2010 - Businesss Meeting - 6:30 p.m.

- An Executive Session will be held after tonight's business meeting to discuss the review of the City Manager.

Study Session concluded at 7:21 p.m.

7:30 PM

1. BUSINESS MEETING
   1. Mayor Dirksen called the meeting to order at: 7:31:27 PM
   2. Roll Call

Name	Present	Absent
Mayor Dirksen	✓	
Council President Wilson	✓	
Councilor Buehner	✓	
Councilor Henderson	✓	
Councilor Webb	✓	

   3. Pledge of Allegiance

   4. Council Communications & Liaison Reports

      Mayor Dirksen reported that JPACT passed the flexible funds portion of the MTIP for 2013-2015. The decision was for 75% of the funding to be directed to active transportation projects (bicycles, pedestrians); the remaining 25% would go towards the "green initiative" to address freight bottlenecks throughout the region. This is a departure from the past in recognition of economic needs and to operate the transportation system more efficiently. In response to a question from Council President Wilson, Mayor Dirksen advised MTIP funds are state funds distributed to the region and are distinct from other transportation funds in that there is no requirement that the funds be used for highway projects. This money comes from the state's budget, but Mayor Dirksen said he did not think it was specifically from gas taxes.

   5. Call to Council and Staff for Non-Agenda Items

      City Manager Prosser called attention to the fact that there will be an Executive Session after tonight's business meeting.

7:33:57 PM

2. CITIZEN COMMUNICATION

- Citizen Communication – Sign Up Sheet

  Ronald Blodgett, 13754 SW Benchview Place, asked the City Council to reconsider closing the City facility room rentals for the public. Mayor Dirksen acknowledged this was reviewed during the budget process. Staff had considered several options to determine how this could function without it being a cost to the City. Mr. Blodgett indicated he outlined some ideas

he had regarding the room rentals and he has talked with staff. Council consensus was for staff to revisit the issue for renting the rooms to the public and to review the suggestions made by Mr. Blodgett. Councilor Webb asked staff to determine what the actual charges would have to be for the rooms to recover costs. City Manager Prosser advised staff had reviewed the costs, which included a portion of the utilities and janitorial services. Public Works Director Koellermeier will provide this information to Mr. Blodgett. Mayor Dirksen asked if staff could review Mr. Blodgett's idea that the reason the costs were so high was that there were many staff involved and that there might be a more efficient way to do this. Mr. Blodgett said there are no additional costs for the rooms whether they are closed or open. Councilor Webb pointed out there is a need for extra janitorial service, staff checking room users in and out, etc. Mayor Dirksen agreed there are costs associated with renting the rooms; however, perhaps there is a way cut costs.

7:38:46 PM
Mayor Dirksen the following Consent Agenda items:

3. CONSENT AGENDA:.

1. Receive and File:
   a. Council Calendar
   b. Tentative Agenda

2. Provide Worker's Compensation Insurance for Volunteers for 7/1/10 through 6/30/11

   RESOLUTION NO. 10-35 -- A RESOLUTION EXTENDING CITY OF TIGARD'S WORKERS' COMPENSATION COVERAGE TO VOLUNTEERS OF THE CITY.

3. Revise City Council Member Stipends, Superseding Resolution No. 08-63

   RESOLUTION NO. 10-36 – A RESOLUTION ESTABLISHING CITY COUNCIL MEMBER STIPENDS, SUPERSEDING RESOLUTION No. 08-63

   Motion by Councilor Buehner, seconded by Councilor Webb, to approve the Consent Agenda.

   The motion was approved by a unanimous vote of City Council present. (Mayor Dirksen abstained from voting on Item No. 3.3 – Resolution No. 10-36)

Mayor Dirksen	Yes (abstained from voting on Item No. 3.3 above)
Council President Wilson	Yes
Councilor Buehner	Yes
Councilor Henderson	Yes
Councilor Webb	Yes

7:39:45 PM

4. INFORMATIONAL PUBLIC HEARING - APPROVE FORMATION OF THE SANITARY SEWER REIMBURSEMENT DISTRICT NO. 48 (LOWER CHERRY DRIVE)

- Mayor Dirksen opened the public hearing.

- Hearing Procedures – This is an informational public hearing in which any person shall be given the opportunity to comment. The formation of the reimbursement district does not result in an assessment against the property or lien against the property. (TMC 13.090.050 (hearing on City Engineer's Report) and TMC 13.09.1053 (final hearing)

7:40:17 PM

- Staff Report: Community Development Department

  City Engineer Kyle presented the staff report noting that as a result of testimony received at the July 24, 2007 City Council meeting, four lots were removed from Reimbursement District No. 44. This proposed Reimbursement District No. 48, will provide a sewer connection to those four lots removed from District No. 44. The project is an expensive one and the lots in this area are large. Representatives from all four properties attended a May 3, 2010, neighborhood meeting and were generally in favor.

- Public Testimony: None

- Council Comments

  - Councilor Webb noted the responsiveness of the City to those four properties included in this district.
  - Mayor Dirksen said the remaining areas of the City not served by sewer are more challenging, which means more expense. He said it was good the City was in a position to help residents be able to connect to sewer if that was their desire and was pleased to support this proposed district.

7:45:16 PM

- Mayor Dirksen closed the public hearing.

- City Engineer Kyle recommended that the City Council approve the resolution.

- Council Consideration:

  Motion by Council President Wilson, seconded by Councilor Webb, to adopt Resolution No. 10-37.

  RESOLUTION NO. 10-37 -- A RESOLUTION ESTABLISHING SANITARY SEWER REIMBURSEMENT DISTRICT NO. 48 (SW LOWER CHERRY DRIVE)

The motion was approved by a unanimous vote of City Council present.

Mayor Dirksen	Yes
Council President Wilson	Yes
Councilor Buehner	Yes
Councilor Henderson	Yes
Councilor Webb	Yes

7:46:18 PM

5. CONSIDER AN ORDINANCE UPDATING TIGARD MUNICIPAL CODE (TMC) 15.20 STREET MAINTENANCE FEE

City Attorney Ramis commented on process and procedure. He advised that some or all of the City Council members might own property in the City. If so and your property is affected, then it is important that the City Council members so declare.

Mayor Dirksen declared that in addition to his residence he has two rental residential units; however, this would not affect him any differently than any other landlord.

Councilor Webb declared that she runs a non-profit organization that pays the street maintenance fee; however this will not affect her decision.

Councilor Henderson declared he owns an office complex. Mayor Dirksen noted this would not place him with a benefit or detriment differently than any other property owner in the City.

7:47:54 PM

Public Works Director Koellermeier presented the staff report. The issue before the City Council is an ordinance that amends an ordinance adopted by the City Council last fall. As staff worked through the street maintenance fee implementation, it was discovered that commercial property, in particular, posed a matter to be addressed with regard to vacancies. The proposed ordinance addresses the matter and allows staff to deal with partially vacant commercial real estate.

In response to a question from Councilor Henderson, it was clarified that two copies of the proposed changes to the Municipal Code were attached to the agenda item summary. One of the attachments to the staff report is the clean copy of the revised proposed Code language (Exhibit A) and the other attachment is a marked up version showing what would change from the current section of the Code.

Motion by Councilor Buehner, seconded by Councilor Webb, to adopt Ordinance No. 10-08.

ORDINANCE NO. 10-08 - AN ORDINANCE UPDATING TIGARD MUNICIPAL CODE CHAPTER 15.20 STREET MAINTENANCE FEE

The motion was approved by a unanimous vote of City Council present.

Mayor Dirksen	Yes
Council President Wilson	Yes
Councilor Buehner	Yes
Councilor Henderson	Yes
Councilor Webb	Yes

7:52:44 PM

6. UPDATE ON BURNHAM STREET AND CAPITAL IMPROVEMENT PROGRAM

Engineering Manager McMillan reviewed a Construction Update slide presentation, which is on file in the City Council meeting packet. The new Burnham Street project is on schedule to be completed by June 2011.

A discussion with the City Center Advisory Commission on this Burnham Street project is scheduled for July 14, 2010.

7. COUNCIL LIAISON REPORTS - None

8. NON AGENDA ITEMS - None

8:03:29 PM

City Manager Prosser read the statement for the Executive Finance Director Session.

9. EXECUTIVE SESSION: The Tigard City Council went into Executive Session at 8:09 p.m. under ORS 192.660(2) (h) and (i) to discuss potential litigation with legal counsel and to review and evaluate performance of the city manager.

10. ADJOURNMENT – 8:45 p.m.

_____
Catherine Wheatley, City Recorder

Attest:

_____
Mayor, City of Tigard

Date:_____

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AIS-216 **Item #: 3. B.**

Business Meeting

Date: 10/12/2010

Length (in minutes): Consent Item

Agenda Title: Receive and File

Prepared By: Cathy Wheatley, Administration

Item Type: Motion Requested **Meeting Type:** Consent - Receive and File

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Information

ISSUE

Receive and File the Council Calendar and Tentative Agenda.

STAFF RECOMMENDATION / ACTION REQUEST

Receive and File the Council Calendar and Tentative Agenda.

KEY FACTS AND INFORMATION SUMMARY

Receive and File the Council Calendar and Tentative Agenda.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

This is a regular agenda item for the first business meeting of each month.

Fiscal Impact

Fiscal Information:

N/A

Attachments

Council Calendar

Tentative Agenda

M E M O R A N D U M

TO: Honorable Mayor & City Council

FROM: Cathy Wheatley, City Recorder

RE: Three-Month Council Meeting Calendar

DATE: October 4, 2010

Regularly scheduled Council meetings are marked with an asterisk (*).

October

12*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall
19*	Tuesday	Council Workshop Meeting – 6:30 pm, Town Hall
26*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall

November

9*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall
11	Thursday	Veterans Day Holiday – City Offices Closed
16*	Tuesday	Council Workshop Meeting – 6:30 pm, Town Hall
23*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall
25-26	Thurs-Fri	Thanksgiving Holiday – City Offices Closed

December

14*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall
21*	Tuesday	Council Workshop Meeting – 6:30 pm, Town Hall
24	Friday	Christmas Holiday – City Offices Closed
28*	Tuesday	Council Business Meeting – 6:30 pm, Town Hall

City Council Tentative Agenda
10/4/2010 4:16 PM

Form #	Submitted By	Meeting Date	Type	----------Title----------	Area	SubArea	Department	Division	Entered	Inbox or Finalized
107	Cathy Wheatley	10/19/2010	AAA	10/19/10 | Absences to Note: | Location: Tigard City Hall					07/14/2010	
162	Liz Lutz	10/19/2010	CCWKSHOP	30 Minutes - Conduct Quarterly Budget Committee Meeting - 1	City Council Workshop		Financial and Information Services		08/24/2010	Lutz L, Conf Exec Asst
122	John Goodrich	10/19/2010	CCWKSHOP	30 Minutes - Placeholder - Water Rate Study and Water SDC Update - Water Financial Plan - 2	City Council Workshop		Public Works	Water	07/15/2010	Goodrich J, Utility Div Manager
42	Kathy Mollusky	10/19/2010	CCWKSHOP	30 Minutes - Discuss Updating of TMC Title 12, Water and Sewer; and Corresponding Practices and Procedures - 3	City Council Workshop		Public Works	Water	06/21/2010	09/15/2010
163	Todd Prager	10/19/2010	CCWKSHOP	30 Minutes - Update on Urban Forestry Code Revisions - 4	City Council Workshop		Community Development	Development Services	08/24/2010	Hartnett S, Asst CD Director
			Total Time: 120 of 180 minutes have been scheduled							
108	Cathy Wheatley	10/26/2010	AAA	10/26/10 | Absences to Note: | Location: Tigard City Hall					07/14/2010	
210	Todd Prager	10/26/2010	ACCSTUDY	20 Minutes - Urban Forestry Program Funding Discussion	Study Session		Community Development	Development Services	09/29/2010	Prager T, Assoc Planner/Arborist
218	Judith Gray	10/26/2010	ACCSTUDY	15 Minutes - Main Street Green Street - Parking Element			Public Works		09/30/2010	
			Total Time: 35 of 45 minutes have been scheduled							

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145	Agustin Duenas	10/26/2010	ACONSENT	Consent Item - Approve Hall Blvd. Right-of-Way Dedication Located at the Knoll @ Tigard Project to the Oregon Department of Transportation	Consent Agenda		Community Development	Development Services	08/03/2010	Duenas G, Development Engr
148	Judith Gray	10/26/2010	ACONSENT	Consent Item - Approve Granting a Designated Bus Stop on Commercial Street for Yamhill County Transit Area - Resolution			Community Development	Long Range Planning	08/04/2010	
178	Kent Wyatt	10/26/2010	ACONSENT	Consent Item - Approve Standard Telecommunications Franchise Agreement with XO Communications Services, Inc.	Consent Agenda	Local Contract Review Board	Administration		09/07/2010	Mills L, Asst to City Manager
209	Mike McCarthy	10/26/2010	ACONSENT	Consent Item - Intergovernmental Agreement with Marion County for them to provide services			Public Works		09/28/2010	
213	Susan Hartnett	10/26/2010	ACONSENT	Consent Item - Appoint Richard Shavey, Current Planning Commission Alternate, to the Planning Commission	Consent Agenda		Community Development		09/29/2010	10/04/2010
60	Kent Wyatt	10/26/2010	CCBSNS	20 Minutes - Approve Code of Conduct for Elected and Appointed Officials - Three Ordinances, One Resolution	Discussion or Action Item		Administration		06/23/2010	Mills L, Asst to City Manager
190	Todd Prager	10/26/2010	CCBSNS	15 Minutes - Approval of Heritage Tree Nominations	Discussion or Action Item		Community Development	Development Services	09/17/2010	Prager T, Assoc Planner/Arborist
195	Ted Kyle	10/26/2010	CCBSNS	10 Minutes - CIP Monthly Update on Pacific Highway, Main Street, Greenburg Road Project	Discussion or Action Item		Public Works	Engrg - System Design & Operations	09/21/2010	Kyle T, City Engineer
			Total Time: 45 of 110 minutes have been scheduled							

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109	Cathy Wheatley	11/09/2010	AAA	11/09/10 | Absences to Note: | Location: Tigard City Hall				07/14/2010	
146	Duane Roberts	11/09/2010	ACCSTUDY	15 Minutes - Executive Session - Property Negotiations	Study Session	Community Development	Long Range Planning	08/04/2010	Roberts D, Project Planner
204	Kathy Mollusky	11/09/2010	ACCSTUDY	20 Minutes - Preparation for Discussion with Jason Tell, ODOT, on November 16, 2010	Study Session	Public Works		09/22/2010	Koellermeier D, Public Works Dir
215	Darren Wyss	11/09/2010	ACCSTUDY	10 Minutes - Tree Grove Protection Program Open House Report	Study Session	Community Development	Long Range Planning	09/30/2010	Hartnett S, Asst CD Director
			Total Time: 45 of 45 minutes have been scheduled						
219	Duane Roberts	11/09/2010	ACONSENT	Consent Item - Approve Submittal of ODOT Flexible Funds Application for Improvements to 121st Avenue	Consent Agenda	Community Development	Long Range Planning	10/01/2010	Laughlin D, Sr Admin Specialist
197	Kathy Mollusky	11/09/2010	CCBSNS	15 Minutes - Consider a Resolution Adopting Water Rate Study 1	Discussion or Action Item	Public Works		09/22/2010	Goodrich J, Utility Div Manager
217	Darren Wyss	11/09/2010	CCBSNS	20 Minutes - Tree Grove Protection Program Update 2	Discussion or Action Item	Community Development	Long Range Planning	09/30/2010	Hartnett S, Asst CD Director
189	Ted Kyle	11/09/2010	CCBSNS	20 Minutes - Consider the formation of the Canterbury Sewer Reimbursement District No. 50 3	Discussion or Action Item	Public Works	Engrg - Const Svcs & Support	09/16/2010	Kyle T, City Engineer
43	Kathy Mollusky	11/09/2010	CCBSNS	15 Minutes - Amend TMC 12, Water and Sewers: Create Utility Svc Rules; Allow Policy Updates Set by Res.; Designate Staff Approves Water Leak Credits-Ordinance 4	Discussion or Action Item	Public Works	Water	06/21/2010	Mollusky K, Conf Exec Asst
172	Kent Wyatt	11/09/2010	CCBSNS	10 Minutes - Review and Discuss Legislative Agenda for 2011 Oregon Legislative Session 5	Discussion or Action Item	Administration	Assistant to City Manager/Risk Mgmt.	08/30/2010	Newton L, Asst City Manager
			Total Time: 80 of 110 minutes have been scheduled						

110	Cathy Wheatley	11/16/2010	AAA	11/16/10 | Absences to Note: | Location: Tigard City Hall				07/14/2010	
158	Todd Prager	11/16/2010	CCWKSHOP	60 Minutes - Annual Joint Meeting Between the Tree Board and City Council	City Council Workshop	Community Development	Development Services	08/18/2010	Prager T, Assoc Planner/Arborist
164	Susan Hartnett	11/16/2010	CCWKSHOP	30 Minutes - Discuss Changes to Land Use Decision Making Process to be Implemented January 1, 2011	City Council Workshop	Community Development		08/25/2010	Hartnett S, Asst CD Director
165	Susan Hartnett	11/16/2010	CCWKSHOP	45 Minutes - Discuss Upcoming and Ongoing Planning and Construction Projects with Oregon Department of Transportation (ODOT)	City Council Workshop	Public Works		08/25/2010	McCarthy M, St/Trans Sr Proj Eng
			Total Time: 135 of 180 minutes have been scheduled						
111	Cathy Wheatley	11/23/2010	AAA	11/23/10 | Absences to Note: | Location: Tigard City Hall				07/14/2010	
220	Ted Kyle	11/23/2010	CCBSNS	20 Minutes - Consider Finalizing Sewer Reimbursement No. 48, Lower SW Cherry Drive	Discussion or Action Item	Public Works	Engrg - System Design & Operations	10/04/2010	Kyle T, City Engineer
			Total Time: 20 of 110 minutes have been scheduled						
112	Cathy Wheatley	12/14/2010	AAA	12/14/10 | Absences to Note: | Location: Tigard City Hall				07/14/2010	
176	Todd Prager	12/14/2010	ACCSTUDY	30 Minutes - Pacific Highway Beautification	Study Session	Community Development	Development Services	09/02/2010	Prager T, Assoc Planner/Arborist
			Total Time: 30 of 45 minutes have been scheduled						
157	Todd Prager	12/14/2010	ACONSENT	Consent Item - Appoint Tree Board Members - Resolution	Consent Agenda	Community Development	Development Services	08/13/2010	Prager T, Assoc Planner/Arborist
203	Sean Farrelly	12/14/2010	ACONSENT	Consent Item - Appoint City Center Advisory Commission Members- Resolution	Consent Agenda	Community Development	Community Development Administration	09/22/2010	Farrelly S, Redev Project Manager

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142	Cheryl Caines	12/14/2010	CCBSNS	90 Minutes - Quasi-Judicial Hearing -- Approve Comp Plan Amendment and Sensitive Lands Review to Extend Wall St. Across Fanno Creek to Fields Property - Ordinance	Discussion or Action Item	Community Development	Development Services	08/02/2010	Caines C, Assoc Planner
185	Kathy Mollusky	12/14/2010	CCBSNS	15 Minutes - Consider a Resolution Approving the Supply Facilities Capital Improvement Plan (SFCIP) for the Lake Oswego Tigard Water Partnership	Discussion or Action Item	Public Works	Water	09/13/2010	Koellermeier D, Public Works Dir
198	Kathy Mollusky	12/14/2010	CCBSNS	15 Minutes - Conduct Public Hearing and Consider Ordinance Adopting Water System Development Charge Update	Discussion or Action Item	Public Works	Water	09/22/2010	Mollusky K, Conf Exec Asst
			Total Time: 120 of 110 minutes have been scheduled **10 minutes overscheduled**						
113	Cathy Wheatley	12/21/2010	AAA	12/21/10| Absences to Note: | Location: Tigard City Hall				07/14/2010	
114	Cathy Wheatley	12/28/2010	AAA	12/28/10 | Absences to Note: | Location: Tigard City Hall				07/14/2010	
89	Cheryl Caines	01/11/2011	ACCSTUDY	20 Minutes - 09/14/10 101 Executive Session - Potential Litigation	Study Session	Community Development	Development Services	07/07/2010	Caines C, Assoc Planner
			Total Time: 20 of 45 minutes have been scheduled						
199	Ted Kyle	01/11/2011	CCBSNS	15 Minutes - CIP Update - Burnham Street Project	Discussion or Action Item	Public Works		09/22/2010	Kyle T, City Engineer
205	Cathy Wheatley	01/11/2011	CCBSNS	15 Minutes - Administer Oaths of Office - Mayor and Two Council Positions	Ceremonial - Oath - Acknowledge	Administration		09/27/2010	Wheatley C, City Recorder
207	Cathy Wheatley	01/11/2011	CCBSNS	5 Minutes - Elect Council President to serve January 2011 to December 31, 2012	Discussion or Action Item	Administration		09/27/2010	Wheatley C, City Recorder
208	Cathy Wheatley	01/11/2011	CCBSNS	20 Minutes - State of the City Address	Discussion or Action Item	Administration		09/27/2010	Wheatley C, City Recorder
			Total Time: 55 of 110 minutes have been scheduled						

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166	Liz Lutz	01/18/2011	CCWKSHOP	30 Minutes - Quarterly Budget Meeting	City Council Workshop	Financial and Information Services		08/25/2010	Lutz L, Conf Exec Asst
180	Liz Lutz	01/18/2011	CCWKSHOP	30 Minutes - Budget Committee meeting	City Council Workshop	Financial and Information Services		09/09/2010	LaFrance T, Fin/Info Svcs Director
			Total Time: 60 of 180 minutes have been scheduled						
41	Kathy Mollusky	01/25/2011	CCBSNS	15 Minutes - Approve an Intergovernmental Agreement between the Cities of Tigard and Sherwood for Joint Funding of the Water Supply Improvements - Resolution	Discussion or Action Item	Public Works	Water	06/21/2010	Mollusky K, Conf Exec Asst
188	Ted Kyle	01/25/2011	CCBSNS	20 Minutes - Consider the Formation of SW 100th Avenue Sewer Reimbursement District No. 42	Discussion or Action Item	Public Works		09/16/2010	Kyle T, City Engineer
			Total Time: 35 of 110 minutes have been scheduled						
200	Ted Kyle	02/08/2011	CCBSNS	15 Minutes - CIP Update - Projects in Design	Discussion or Action Item	Public Works	Engrg - System Design & Operations	09/22/2010	Kyle T, City Engineer
			Total Time: 15 of 110 minutes have been scheduled						
201	Ted Kyle	03/08/2011	CCBSNS	15 Minutes - CIP Update - Small Projects Update	Discussion or Action Item	Public Works	Engrg - System Design & Operations	09/22/2010	Kyle T, City Engineer
			Total Time: 15 of 110 minutes have been scheduled						

AIS-196 **Item #: 3. C.**

Business Meeting

Date: 10/12/2010

Length (in minutes): Consent Item

Agenda Title:	Approve Posting 60-Day Public Hearing Notice for Final Consideration by Council to Adopt 2010 Water SDC Methodology Update
Prepared By:	Kathy Mollusky, Public Works
Item Type:	Motion Requested **Meeting Type:** Consent Agenda

Information

ISSUE

The question before Council with this agenda item is simply whether or not to post the legally required notice of a hearing to consider changes to the Water SDC. Council will not be considering changes to the SDC until the hearing that will be scheduled forllowing the 60 day notice. At that time Council may adopt SDCs as proposed, may adopte a revised SDC, or may choose to take no action, leaving the existing SDCs in place.

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends that Council approve the posting of the Public Meeting Notice and the September 29, 2010, *Tigard Water System Development Charge Methodology* memorandum prepared by Red Oak Consulting.

KEY FACTS AND INFORMATION SUMMARY

Council received information and a presentation regarding the Water SDC allocation based on the 2010 Water Master Plan capital improvement projects and the Lake Oswego Tigard Joint Water Supply Project cost projections. These allocations were assigned to the SDC methodology and an updated maximum allowable water SDC fees and charges schedule was provided for Council's review.

ORS 223.304 requires a 60-day notice period prior to the public hearing for Council's consideration of an ordinance to amend the SDC methodology and Water SDC Fees and Charges.

If this agenda item is approved by the City Council, staff will post the Public Meeting Notice and Water System Development Charge Methodology Memorandum.

The proposed methodology is for the maximum Water SDCs permitted by state statue. Council may hear testimony and decide to make changes to the Water SDC fees and charges schedule before considering adoption of the amendment as long as those changes do not exceed the maximum allowable Water SDC fees and charges based on the published methodology.

OTHER ALTERNATIVES

Council may decide to postpone the hearing date.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Long-Term Council Goals

- Continue to monitor the Tigard Lake Oswego Water Partnership

DATES OF PREVIOUS COUNCIL CONSIDERATION

June 15, 2010 - Introduction to the Water Financial Plan Project

July 20, 2010 - Financial strategy for the Lake Oswego Tigard Joint Water Supply Project and revenue requirements to fund the project through revenue bonds

September 21, 2010 - Report on the Water Rate Study Final Recommendations from the consultant and update on System Development Charges.

Fiscal Impact

Cost:	$300
Budgeted (yes or no):	yes
Where Budgeted (department/program):	PW/Water

Additional Fiscal Notes:

There is a nominal fee for the publication of the notice.

The fiscal impact of the change in the SDC methodology and rates will be presented when Council considers changes to the SDC following the public hearing noticed by this action.

Attachments

Public Notice

Water SDC Methodology

City of Tigard
13125 SW Hall Blvd.
Tigard, Oregon 97223

Posted October 13, 2010

Public Meeting Notice

Date: Tuesday, December 14 at 7:30 p.m.
Address: Town Hall, 13125 SW Hall Blvd, Tigard

ORS 223.304 Adopt Water System Development Charge Methodology Update

A Public Meeting will be held at 7:30 p.m. on Tuesday, December 14 in the Town Hall Conference Room. This public meeting will allow citizens to provide testimony to City Council regarding this proposed Water System Development Charge Methodology update.

The meeting will determine whether it is in the City's best interest to complete this action by ordinance to adopt the Water System Development Charge update.

The Tigard Water System Development Charge Methodology Memorandum may be viewed at www.tigard-or.gov/water.

For more information or to request a copy, contact Dennis Koellermeier, Public Works Director, 503-718-2596, TTY 503-684-2772, or dennis@tigard-or.gov.

Post: Tigard City Hall
Tigard Permit Center
Tigard Public Works Building
Tigard Public Library

RED OAK CONSULTING
A DIVISION OF MALCOLM PIRNIE

MEMORANDUM

To: John Goodrich, City of Tigard **Date:** September 29, 2010

From: Joe Healy, Red Oak Consulting
Paul Matthews, Red Oak Consulting

Re: **Tigard Water System Development Charge Methodology**

Introduction

Like many municipal water suppliers in Oregon, the City of Tigard (City) is faced with increasing costs for the expansion of its water system's capacity to serve growth. To mitigate this cost of growth in its water system, the City has historically assessed system development charges (SDCs) to new customers. As part of its routine business practices, the City has engaged Red Oak Consulting (Red Oak) to review its SDCs to ensure these charges are:

- Fair and Equitable, and
- Avoid subsidizing either new or existing customers.

Water System Development Charge Methodology

The proposed SDC methodology is based on historical investments and future capital improvements as identified by the City. The identified capital improvements are based on the existing water master plans and knowledge of the system.

Reimbursement Fee

The reimbursement fee is based on the capacity buy-in approach, and requires three steps:

1. Fixed asset valuation,
2. Capacity definition, and
3. Assessment schedule.

The following is a description of each step.

Fixed Asset Valuation

Under the proposed methodology, the value of the City's fixed assets is based on an estimate of the water system's reproduction cost new (RCN). An estimate of the value of assets contributed by developers was excluded from the SDC calculation.

The City's system is designed to meet the needs of its customers and provide safe and reliable water service throughout its service area. The system consists of many individual components that serve specific functions. To estimate the value of assets related to each

function, the value of each asset is allocated to one or more of 10 functions. The City's functions are:

1. Groundwater/ ASR
2. PWB Supply
3. L.O.-Tigard System
4. Bonita Pump Station
5. Water Storage
6. Pump Stations
7. 550-530 Intertie
8. Transmission & Distribution
9. Administrative Facilities
10. Field Operations
11. Future Willamette Supply[1]

Many assets used in the distribution system are typically contributed by developers and thus excluded from the calculation of the reimbursement fee. To explicitly show the value of the excluded assets, they were assigned to an additional category labeled *Exclude from SDC*. Table 1 summarizes the asset values attributed to each function. Based on the analysis, the total value of the City's water system assets for SDC purposes in fiscal year ending 2010 (FY2010) is $155 million. Of the total value, $23 million is excluded from the SDC to account for assets that are considered contributed or obsolete assets. Thus, for the purpose of establishing a reimbursement SDC, the City's water system is valued at approximately $154,994 million.

Capacity Definition

The next step in determining the reimbursement fee under the capacity buy-in approach is to define the system capacity. Specifically, under the capacity buy-in approach the system capacity is based on the unused capacity of the system for each function identified above. The City provided data used for this analysis.

Table 2 lists the current capacities of each function. Table 3 presents an estimate of the capacity in the existing system that is available for growth. Underlying the numbers shown in this table is the assumption that one equivalent dwelling unit (EDU) consumes 475.5 gallons of water per day on a peak-day basis.[2] This estimate is based on the City's most recent estimates and an assumption that the system currently serves 28,785 EDUs. The amount of storage required per EDU is 556 gallons. This value is also derived from the City's analysis of its system and projections. Using these assumptions and the capacities for each function summarized in Table 3, the number of EDUs that can be served by each function is calculated. Subtracting the number of EDUs currently served

[1] Currently the City has no infrastructure related to Future Willamette Supply. This was included only as a placeholder for future SDC updates.

[2] Much of the City's water system is sized to meet the peak-day demands of its customers. Therefore, peak-day demands are used to estimate the requirements for most of the City's infrastructure.

by the utility generates the number of EDUs available for growth. A description of how the number of EDUs currently served by the City is estimated follows below.

Assessment Schedule Development

Table 4 provides an inventory of the number of EDUs by meter size. The number of EDUs is based on the number of meters by size and the associated equivalency factors. The equivalency factors are calculated based on an analysis of the City's customer billing data for the last five years. Based on the number of meters served by the City and the equivalency schedule presented in Table 4, the total number of EDUs served by the City is estimated to be 28,785.

For connections to the water system with meters larger than 2-inches, the City will forecast the demands on an average-day, peak-day, and peak-hour basis. The number of EDUs associated with the demands will be determined by the following:

$$EDUs = \left(\frac{ADD * 0.400}{226.4}\right) + \left(\frac{(PDD - ADD) * 0.343}{249.1}\right) + \left(\frac{(PHD - PDD) * 0.257}{90.6}\right)$$

Where:

- ADD is the projected average-day demand of the new user in gallons per day, and
- PDD is the projected peak-day demand of the new user in gallons per day, and
- PHD is the projected peak-hour demand of the new user in gallons per day, and

The constants used in the above formula are:

- 0.400 equals the proportion of the City's water facilities allocated to the average-day function.
- 226.4 equals the estimated gallons per day on an average-day basis demanded by an EDU.
- 0.343 equals the proportion of the City's water facilities allocated to the max-day extra-capacity function.
- 249.1 equals the estimated gallons per day of max-day extra-capacity demanded by an EDU.
- 0.257 equals the proportion of the City's water facilities allocated to the max-hour extra-capacity function.
- 90.6 equals the estimated gallons per day of max-hour extra-capacity demanded by an EDU.

The City may update the values in the formula above as its system changes to recognize the changing costs imposed by new large customers.

The proposed equivalency schedule is presented in Table 4. Based on the number of meters served by the City and the equivalency schedule presented in Table 4, the total number of EDUs served by the City is estimated to be 28,785. It should be noted here

that the equivalency factors shown in this table will be used for calculating SDCs for connections to the water system with meters 2-inches and smaller. As described previously, the City will forecast the number of EDUs for connections with meters larger than 2-inches using the above formula.

Fee Calculation

The total costs to be recovered from the reimbursement fee SDC are based on the percentage of remaining capacities by functions calculated in Table 3 and the total system asset values shown in Table 1. Table 5 presents the total reimbursement amount by function. The total amount attributable to the reimbursement fee is approximately $40 million. Table 6 calculates the reimbursement fee per EDU for each of the functions. The total reimbursement fee per EDU is $2,936.

Improvement Fee

The improvement fee is based on the City's adopted capital improvement program (CIP). Table 7 presents an overview of the City's CIP. To calculate an improvement fee based on the incremental cost approach, the following three tasks must be completed:

1. Multi-purpose project allocations,
2. Capacity definitions, and
3. Assessment schedule development.

Multi-Purpose Project Allocations

Allocating the costs of multi-purpose projects is an integral part of calculating an improvement fee. A multi-purpose project is an improvement that will serve both growth and address existing needs. Few projects are designed and built exclusively to serve growth or solve an existing deficiency. Rather, projects are often designed to maximize economies of scale in design and construction. Therefore, projects serving both growth and rehabilitation/upgrade (i.e., multi-purpose projects) are allocated to growth and non-growth.

The value of each capital project is allocated to one or more of the system functions described previously. Table 8 summarizes the allocation of capital projects to functions. Tables 9 through 20 show the cost of new capacity for each project within each system function. Based on this information, Table 21 summarizes the percent of capacities available for growth and the resulting value of growth-related improvements attributable to each system function. The total amount of capital improvements costs used to calculate the improvement fee is approximately $54 million.

Capacity Definition

Table 22 summarizes the system capacities added by function. Similarly, Table 23 presents the estimated number of EDUs available for growth by function.

Assessment Schedule

As with the reimbursement fee, the improvement fee portion of the City's proposed SDC will be based on meter size. Table 4 presents the number of EDUs for each meter size.

Fee Calculation

The improvement fee is calculated based on the cost of the growth-related capital projects and the additional capacities estimated by these projects. Table 24 summarizes the improvement fee by system function. Based on the CIP developed by the City, the improvement fee per EDU is $3,538.

Results and Recommendations

As shown in Tables 6 and 24, the total reimbursement and improvement fees are calculated to be $2,936 and $3,538 respectively, for a total SDC of $6,474 per EDU. Table 25 presents the resulting schedule of SDCs by meter size.

Supplemental Water SDC

The City will charge a Supplemental Water SDC for any areas outside of the 2010 Service Boundary based on a supplemental adopted CIP list. The Supplemental Water SDC will be additional to the updated Water SDCs adopted by City Council.

Table 1: Net Fixed Asset Valuation - RCN	
Description	FY2010 Assets
Groundwater/ ASR	$3,756,934
PWB Supply	0
LO-Tigard	0
Bonita Pump Station	0
Water Storage	22,640,803
Pump Stations	1,516,807
550-530 Intertie	0
Transmission & Distribution	99,266,414
Administrative Facilities	2,346,745
Field Ops.	2,519,602
Future Willamette Supply	0
Exclude from SDC	22,969,208
Total	$155,016,513

Table 2: Capacity by Function		
System Component	Capacities	Units
Groundwater/ ASR	4.1	MGD
PWB Supply	6.8	MGD
LO-Tigard	0.5	MGD
Bonita Pump Station	0.5	MGD
Water Storage	24.5	MG
Pump Stations	13,600.0	gpm
550-530 Intertie	3,131.6	gpm
Transmission & Distribution	41,338.4	EDU
Administrative Facilities	41,338.4	EDU
Field Ops.	41,338.4	EDU
Future Willamette Supply	0.0	MGD
Exclude from SDC	0.0	0

Table 3: Available Capacities of Existing System						
System Component	Requirements per EDU	Units	EDU Available	Subscribed Capacity (EDUs)	Available Capacity (EDUs)	Remaining Capacity
Groundwater/ ASR	171.0	gpd	23,975	28,785	0	0.00%
PWB Supply	283.6	gpd	23,975	28,785	0	0.00%
LO-Tigard	20.9	gpd	23,975	28,785	0	0.00%
Bonita Pump Station	20.9	gpd	23,975	28,785	0	0.00%
Water Storage	556.4	gallons	44,034	28,785	15,249	34.63%
Pump Stations	473.7	gpd	41,338	28,785	12,553	30.37%
550-530 Intertie	0.1	gpm	41,338	28,785	12,553	30.37%
Transmission & Distribution	1.0	EDU	41,338	28,785	12,553	30.37%
Administrative Facilities	1.0	EDU	41,338	28,785	12,553	30.37%
Field Ops.	1.0	EDU	41,338	28,785	12,553	30.37%
Future Willamette Supply	0.0	gpd	0	28,785	0	0.00%
Exclude from SDC	0.0	0	0	0	0	0.00%

Table 4: Inventory of EDUs for FY2010			
Meter Size or Service Line Size	Number of Meters	Equivalency Factor	EDUs
5/8 x 3/4 Inch	15,635	1.00	15,635
1 Inch	1,604	2.67	4,279
1.5 Inch	375	8.00	2,999
2 Inch	320	12.99	4,156
3 Inch	24	22.90	550
4 Inch	11	46.97	517
6 Inch	5	50.00	250
8 Inch	5	80.00	400
10 Inch	0	156.30	0
12 Inch	0	225.07	0
Total	17,979		28,785

Table 5: Calculation of Reimbursement Totals		
System Component	Capacity Available for Growth	Reimbursement Total
Groundwater/ ASR	0.00%	$0
PWB Supply	0.00%	0
LO-Tigard	0.00%	0
Bonita Pump Station	0.00%	0
Water Storage	34.63%	7,840,480
Pump Stations	30.37%	460,603
550-530 Intertie	30.37%	0
Transmission & Distribution	30.37%	30,143,834
Administrative Facilities	30.37%	712,627
Field Ops.	30.37%	765,118
Future Willamette Supply	0.00%	0
Exclude from SDC	0.00%	0
Total		$39,922,662

Table 6: Reimbursement Fee per EDU	
System Component	Proposed Reimbursement SDC
Groundwater/ ASR	$0
PWB Supply	0
LO-Tigard	0
Bonita Pump Station	0
Water Storage	380
Pump Stations	37
550-530 Intertie	0
Transmission & Distribution	2,401
Administrative Facilities	57
Field Ops.	61
Future Willamette Supply	0
Exclude from SDC	0
Total	$2,936

Table 7: Overview of CIP Projects	
Description	Total Project Cost
ASR Well 3 – Design & Equip	$2,609,963
New Pump Station - Siting Study	50,000
New Pump Station - Design	255,000
New Pump Station - Construction Year 1 (67%)	963,000
New Pump Station - Construction Year 2 (33%)	481,000
New PRV from 550G to 410 Zone	105,000
Pipeline connecting 550G and 530 Zones - Design	197,000
Pipeline connecting 550G and 530 Zones - Construction	1,770,000
Annual Fire Flow Improvement Allocation	3,300,000
Pipeline for installing PRV 550G-4	17,000
Pipeline in Main St. & Tigard Ave.	101,000
Water Master Plan Update	140,000
Willamette Sherwood Pipeline	0
550-6270-755545 - ASR3	463,755
550-6270-755545 -	287,066
550-6270-755827 - 550' Zone 10Mil	3,952,087
550-6270-755828 - 550' Zone Res#2	5,082,407
550-6270-755828 -	1,080,352
550-6270-755951 - Water Res Seismic Upgrade	52,270
550-6270-755970 -	7,052
550-6270-757012 - Menlor Tank Recirc	39,132
Joint Water Supply Projects	89,299,160
Total	$110,252,244

Table 8: Allocation of CIP to System Functions

Description	Groundwater ASR	PWB Supply	LO-Tigard	Borata Pump Station	Water Storage	Pump Stations	550-530 Intertie	Transmission & Distribution	Administrative Facilities	Field Ops.	Future Willamette Supply	Exclude from SDC	Total
ASR Well 3 – Design & Equip	$2,609,963	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,609,963
New Pump Station - Siting Study	0	0	0	0	0	50,000	0	0	0	0	0	0	50,000
New Pump Station - Design	0	0	0	0	0	255,000	0	0	0	0	0	0	255,000
New Pump Station - Construction Year 1 (67%)	0	0	0	0	0	963,000	0	0	0	0	0	0	963,000
New Pump Station - Construction Year 2 (33%)	0	0	0	0	0	481,000	0	0	0	0	0	0	481,000
New PRV from 550G to 410 Zone	105,000	0	0	0	0	0	0	0	0	0	0	0	105,000
Pipeline connecting 550G and 530 Zones - Design	0	0	0	0	0	0	197,000	0	0	0	0	0	197,000
Pipeline connecting 550G and 530 Zones - Constructio	0	0	0	0	0	0	1,770,000	0	0	0	0	0	1,770,000
Annual Fire Flow Improvement Allocation	0	0	0	0	0	0	0	0	0	0	0	0	0
Pipeline for installing PRV 550G-4	0	0	0	0	0	0	0	17,000	0	0	0	0	17,000
Pipeline in Main St. & Tigard Ave.	0	0	0	0	0	0	0	101,000	0	0	0	0	101,000
Water Master Plan Update	0	0	0	0	0	0	0	0	0	0	0	0	0
Willamette Sherwood Pipeline	0	0	0	0	0	0	0	0	0	0	0	0	0
550-6270-755545 - ASR3	463,755	0	0	0	0	0	0	0	0	0	0	0	463,755
550-6270-755545 -	287,966	0	0	0	0	0	0	0	0	0	0	0	287,966
550-6270-755827 - 550' Zone 10Mil	0	0	0	0	3,952,087	0	0	0	0	0	0	0	3,952,087
550-6270-755828 - 550' Zone Res#2	0	0	0	0	5,082,407	0	0	0	0	0	0	0	5,082,407
550-6270-755828 -	0	0	0	0	1,080,352	0	0	0	0	0	0	0	1,080,352
550-6270-755951 - Water Res Seismic Upgrade	0	0	0	0	52,270	0	0	0	0	0	0	0	52,270
550-6270-755970 -	0	0	0	0	0	0	0	0	0	0	0	7,052	7,052
550-6270-757012 - Menlor Tank Recirc	0	0	0	0	39,132	0	0	0	0	0	0	0	39,132
Joint Water Supply Projects	0	0	89,299,160	0	0	0	0	0	0	0	0	0	89,299,160
Total	$3,465,784	$0	$89,299,160	$0	$10,206,248	$1,749,000	$1,967,000	$118,000	$0	$0	$0	$7,052	$106,812,244

Table 9: Allocation of Groundwater/ ASR Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
ASR Well 3 – Design & Equip	$2,609,963	1.90	0.00	MGD	0.00%	$0	1	0.00
New PRV from 550G to 410 Zone	105,000	1.90	0.00	MGD	0.00%	0	1	0.00
550-6270-755545 - ASR3	463,755	0.00	0.00	MGD	0.00%	0	1	0.00
550-6270-755545 -	287,066	0.00	0.00	MGD	0.00%	0	1	0.00
Total	$3,465,784					$0		0.00

Table 10: Allocation of PWB Supply Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Total	$0					$0		0.00

Table 11: Allocation of LO-Tigard Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Joint Water Supply Projects	89,299,160	14.00	6.80	MGD	48.57%	43,373,878	0	6.80
Total	$89,299,160					$43,373,878		6.80

Table 12: Allocation of Bonita Pump Station Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Total	$0					$0		0.00

Table 13: Allocation of Water Storage Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
550-6270-755827 - 550' Zone 10Mil	3,952,087	3.00	3.00	MG	100.00%	3,952,087	1	3.00
550-6270-755828 - 550' Zone Res#2	5,082,407	3.00	3.00	MG	100.00%	5,082,407	1	0.00
550-6270-755828 -	1,080,352	3.00	3.00	MG	100.00%	1,080,352	1	0.00
550-6270-755951 - Water Res Seismic Upgrade	52,270	0.00	0.00	MG	0.00%	0	0	0.00
550-6270-757012 - Menlor Tank Recirc	39,132	0.00	0.00	MG	0.00%	0	0	0.00
Total	$10,206,248					$10,114,846		3.00

Table 14: Allocation of Pump Stations Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
New Pump Station - Siting Study	50,000	3,800.00	0.00	gpm	0.00%	0	1	0.00
New Pump Station - Design	255,000	3,800.00	0.00	gpm	0.00%	0	1	0.00
New Pump Station - Construction Year 1 (67%)	963,000	3,800.00	0.00	gpm	0.00%	0	1	0.00
New Pump Station - Construction Year 2 (33%)	481,000	3,800.00	0.00	gpm	0.00%	0	1	0.00
Total	$1,749,000					$0		0.00

Table 15: Allocation of 550-530 Intertie Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Pipeline connecting 550G and 530 Zones - Design	197,000	3,136.00	442.80	gpm	14.12%	27,816	1	442.80
Pipeline connecting 550G and 530 Zones - Constructio	1,770,000	3,136.00	442.80	gpm	14.12%	249,924	1	0.00
Total	$1,967,000					$277,740		442.80

Table 16: Allocation of Transmission & Distribution Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Pipeline for installing PRV 550G-4	17,000	0.00	0.00	EDU	0.00%	0	0	0.00
Pipeline in Main St. & Tigard Ave.	101,000	0.00	0.00	EDU	0.00%	0	0	0.00
Total	$118,000					$0		0.00

Table 17: Allocation of Administrative Facilities Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Total	$0					$0		0.00

Table 18: Allocation of Field Ops. Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Total	$0					$0		0.00

Table 19: Allocation of Future Willamette Supply Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
Total	$0					$0		0.00

Table 20: Allocation of Exclude from SDC Expansion Costs

Description	Tigard Costs ($)	Total Project Capacity	Expansion Capacity	Capacity Units	Percent Cost for Expansion Capacity	Cost of Expansion Capacity	Project Group	Added Capacity
550-6270-755970 -	7,052	0.00	0.00	0	0.00%	0	0	0.00
Total	$7,052					$0		0.00

Table 21: Calculation of Improvement Fee Totals		
System Component	Capacity Available for Growth	Improvement Fee Total
Groundwater/ ASR	0.0%	$0
PWB Supply	0.0%	0
LO-Tigard	100.0%	43,373,878
Bonita Pump Station	0.0%	0
Water Storage	26.1%	10,114,846
Pump Stations	0.0%	0
550-530 Intertie	31.8%	277,740
Transmission & Distribution	0.0%	0
Administrative Facilities	0.0%	0
Field Ops.	0.0%	0
Future Willamette Supply	0.0%	0
Exclude from SDC	0.0%	0
Total		$53,766,464

Table 22: System Capacities for System Improvements		
System Component	Additional Capacity from Improvements	Units
Groundwater/ ASR	0.0	MGD
PWB Supply	0.0	MGD
LO-Tigard	6.8	MGD
Bonita Pump Station	0.0	MGD
Water Storage	3.0	MG
Pump Stations	0.0	gpm
550-530 Intertie	442.8	gpm
Transmission & Distribution	0.0	EDU
Administrative Facilities	0.0	EDU
Field Ops.	0.0	EDU
Future Willamette Supply	0.0	MGD
Exclude from SDC	0.0	0

Table 23: New Capacity Available for Growth			
System Component	Requirements per EDU	Units	Additional EDUs Available
Groundwater/ ASR	0.0	gpd	0
PWB Supply	0.0	gpd	0
LO-Tigard	475.5	gpd	14,301
Bonita Pump Station	475.5	gpd	0
Water Storage	556.4	gallons	5,392
Pump Stations	473.7	gpd	0
550-530 Intertie	0.1	gpm	5,845
Transmission & Distribution	1.0	EDU	0
Administrative Facilities	1.0	EDU	0
Field Ops.	1.0	EDU	0
Future Willamette Supply	0.0	gpd	0
Exclude from SDC	0.0	0	0

Table 24: Improvement Fee per EDU	
System Component	Proposed Improvement SDC
Groundwater/ ASR	$0
PWB Supply	0
LO-Tigard	3,033
Bonita Pump Station	0
Water Storage	490
Pump Stations	0
550-530 Intertie	15
Transmission & Distribution	0
Administrative Facilities	0
Field Ops.	0
Future Willamette Supply	0
Exclude from SDC	0
Total	$3,538

Table 25: Proposed SDC by Meter or Service Line Size			
Meter or Service Line Size	Reimbursement	Improvement	Total
5/8 x 3/4 Inch (1 EDU)	$2,936	$3,538	$6,474
1 Inch	7,831	9,438	17,269
1.5 Inch	23,479	28,298	51,777
2 Inch	38,126	45,950	84,076
3 Inch	67,232	81,031	148,263
4 Inch	137,886	166,185	304,071
6 Inch	146,779	176,903	323,682
8 Inch	234,846	283,044	517,890
10 Inch	458,830	552,998	1,011,828
12 Inch	660,715	796,317	1,457,032

AIS-137 **Item #: 4.**

Business Meeting

Date: 10/12/2010

Length (in minutes): 15 Minutes

Agenda Title: Update on the Washington County Cooperative Library System (WCCLS) Operational Levy Renewal

Prepared By: Alison Grimes, Library

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Business Meeting - Main

Information

ISSUE

Library staff will provide an informational presentation about the Washington County Cooperative Library Services (WCCLS) levy for library operating expenses that will appear on the November 2 ballot.

STAFF RECOMMENDATION / ACTION REQUEST

None - Informational item.

KEY FACTS AND INFORMATION SUMMARY

~ This levy renewal has been proposed to maintain library services and continue to allow some libraries to maintain hours of operation, children's programs and book purchases.
~ The five-year levy would run through June 2016.
~ If the levy renewal does not pass, hours and current services may be reduced.
~ Approximately 45% of the Tigard Library operational budget is funded by Washington County.

OTHER ALTERNATIVES

None - Informational item.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

Council adopted a resolution in support of the renewal of the WCCLS Operation Levy on Sept. 14, 2010.
Last considered/reviewed by Council in 2006.

Fiscal Impact

Fiscal Information:

This measure would run from July 2011 through June 2016. The 17 cents rate per $1,000 of assessed value would remain unchanged from the current rate.

Owners of a home with an averaged assessed value of $215,089 (not market value) would pay about $37 in 2011-2012. Taxes in future years would depend upon changes in assessed value.

Approximately 21% of the Tigard Public Library annual operations budget is funded by this levy.

Attachments

PowerPoint Presentation

Five-Year Local Option Levy Renewal for Washington County Cooperative Library Services

2011–2012 through 2015–2016
Measure 34-180

Washington County
Cooperative Library Services

If the Levy is Renewed, the Tigard Library Would Continue to:

- Purchase books and other items to maintain a collection of materials requested by the public. Tigard Library users borrowed 1.4 million items in 2009–10.
- Fund programs designed to enhance children's pre-school reading skills. In 2009–10 attendance at children's and teens' programs exceeded 27,000 at Tigard Library

Washington County
Cooperative Library Services

If the Levy is Renewed, the Tigard Library Would Continue to:

- Develop programs and offer resources to assist job hunters and others impacted by the economy
- Offer programs to assist the public in learning how to use new technologies

Washington County
Cooperative Library Services

Levy Renewal Would:

- 170,000 participate in reading programs per year
- 25,000 participate in summer reading
- Maintain book deliveries, WCCLS website & shared catalog
- Support services & technology designed to increase library efficiency

Washington County
Cooperative Library Services

Taxes?

- Five-year levy proposed to replace four-year levy, which expires June 2011
- Would run July 2011–June 2016
- 17¢ rate per $1,000 assessed value
- Unchanged from current rate
- $37 on average assessed home in 2011–12

Washington County
Cooperative Library Services

Is Library Use Increasing?

Over the last 2 years:

- Circulation (checkouts) 32%
- Library visitors 22%
- Kid's program participation 38%
- Deliveries between libraries 35%
- Checkouts per capita = 16.5
- Projection for term of levy: checkouts +9% annually, passing
  18 million in 2016

Washington County
Cooperative Library Services

What Would Happen If Levy Renewal Is Not Approved?

- Expiring levy provides 21% of WCCLS funding
- Without levy funding, reductions in hours, book purchases and services would be determined by member libraries based on local service priorities

Washington County
Cooperative Library Services

If the Levy is Not Renewed, the Tigard Library Would:

- Decrease current service levels and hours
- Reduce the purchase of books and other materials
- Reduce the number of children's programs, including story times and literacy programs

Washington County
Cooperative Library Services

For More Information

(including sources for statistics cited)

- Library staff can answer questions
- Call 503-846-3222 or
- Visit www.WCCLS.org/levy

Washington County Cooperative Library Services

AIS-139 **Item #: 5.**

Business Meeting

Date: 10/12/2010

Length (in minutes): 60 Minutes

Agenda Title: Legislative Public Hearing - Adopt Tigard 2035 Transportation System Plan (CPA2010-00001) - Ordinance

Prepared By: Darren Wyss, Community Development

Item Type: Ordinance
Public Hearing - Legislative

Meeting Type: Council Business Meeting - Main

Information

ISSUE

Shall Council approve the Planning Commission's recommendation (CPA2010-00001) to adopt the the Tigard 2035 Transportation System Plan and amend the Tigard Comprehensive Plan Goal 12: Transportation and the Tigard Public Facility Plan?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends approval of the Planning Commission's recommendation (CPA2010-00001) to adopt the the Tigard 2035 Transportation System Plan and amend the Tigard Comprehensive Plan Goal 12: Transportation and the Tigard Public Facility Plan.

KEY FACTS AND INFORMATION SUMMARY

- OAR 660 Division 12 (Transportation Planning Rule, or TPR) requires cities with populations over 10,000 to have a transportation system plan.
- Cities are required to update their TSPs under any of a number of "triggering" conditions, including 1) to reflect changes in an updated Comprehensive Plan, 2) if the existing TSP has a forecast year less than 15 years in the future, or 3) within one year of adoption of the Regional Transportation Plan (RTP).
- Tigard updated the other elements of the Comprehensive Plan in 2007-2008.
- Tigard's current TSP was adopted in 2002 with a forecast year of 2020.
- Metro adopted an updated RTP in 2010.
- In 2007, the Transportation Growth Management (TGM) program, administered by the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD), awarded $175,798 to Tigard to update the TSP.
- The TGM funds were used to hire a consultant team to lead the TSP Update.
- A Citizens Advisory Committee was appointed by Council to participate in the update of the TSP.
- Additional measures to engage the community included several Cityscape articles, a project web site, two Public Forums, one Open House, and presentations to civic organizations.
- A Technical Advisory Committee was comprised of representatives of neighboring cities, Washington County, Metro, Tualatin Valley Fire and Rescue, TriMet, ODOT, and DLCD.
- The consultant completed their contract in March 2010 and submitted a draft TSP Update.
- In April and May, 2010 staff conducted three work sessions with Planning Commission to review and refined the draft TSP Update.
- On June 21, 2010, Planning Commission held a public hearing on the TSP Update, at which they voted unanimously to recommend adoption.

OTHER ALTERNATIVES

Council could vote not to adopt the 2035 TSP or could adopt the TSP with changes.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Goal 1a. Complete the Transportation System Plan

DATES OF PREVIOUS COUNCIL CONSIDERATION

During the past twelve months, the City Council has received updates on or considered aspects of the Tigard Transportation System Plan 2035 on October 20, 2009; December 15, 2009; March 30, 2010; August 17, 2010; and September 21, 2010.

Fiscal Impact

Cost:	$283M+ over 20 years
Budgeted (yes or no):	no
Where Budgeted (department/program):	NA

Additional Fiscal Notes:

The 2035 Tigard Transportation System Plan (TSP) includes projects under the jurisdiction of the city, state, county, and other local jurisdictions. These capital improvements are typically funded through a combination of state, city, county, and private funds. Section 6 - Transportation Funding Element describes Tigard's projected transportation revenues and estimated project costs, as well as summarizing other potential revenue sources.

Table 6-3 summarizes the estimated cost for implementation of all projects in the TSP at $657,310,000. It is important to remember that not all projects identified on the lists are expected to be constructed in the 20 year planning horizon used to develop the TSP. Also, the majority of transportation projects will require partnerships with other agencies or private developers and in some cases, the City may be responsible for a small percentage of project costs. The financially constrained list incorporates potential capital from all known public and private sources and Table 6-3 summarizes the cost for that project list at $283,280,000.

The information in the TSP will be one of the key resources Tigard will use to add projects to the 5-year Capital Improvement Plan (CIP). The CIP is adopted each year with the budget. It represents all capital projects, including transportation projects, that Tigard expects to fund over the shorter 5-year horizon. The current 2011-2015 CIP has $17 million in transportation projects within the Streets and Downtown systems.

Attachments

Attachment 1. Summary of Attachments
Attachment 2. Ordinance
Exhibit A. TSP Document
Exhibit B. Comp Plan Goal 12
Exhibit C. Staff Report and Findings
PC Hearing Minutes
Powerpoint Presentation

MEMORANDUM

TO: Mayor Dirksen and City Council

FROM: Judith Gray, Sr. Transportation Planner & Darren Wyss, Sr. Planner

RE: 2035 Transportation System Plan Hearing: Summary of Supporting Documentation

CC: Craig Prosser, Ron Bunch, Susan Hartnett

DATE: September 29, 2010

This memorandum is provided to assist you in your review of materials for the Public Hearing on Comprehensive Plan Amendment CPA2010-0001, Tigard 2035 Transportation System Plan. In addition to this memorandum (Attachment 1), the following documents are included as attachments:

2. CPA2010-0001 Ordinance
   Exhibit A Planning Commission recommended TSP, Volume 1
   Exhibit B Goal 12 Comprehensive Plan amendment
   Exhibit C
   - Supplemental Staff Report - 2035 Transportation System Plan, September 29, 2010
   - Emails received on June 21 in advance of Public Hearing
   - Staff memorandum: Ash Avenue & Walnut Avenue Downtown Projects, June 17, 2010
   - Staff memorandum: Response to Citizen Comments, June 16, 2010
   - Staff Report, June 14, 2010

3. Minutes from the Planning Commission Public Hearing, June 21, 2010

4. PowerPoint presentation slides

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 10-_____

AN ORDINANCE ADOPTING COMPREHENSIVE PLAN AMENDMENT CPA 2010-00001 TO AMEND THE CURRENT TIGARD COMPREHENSIVE PLAN GOAL 12: TRANSPORTATION AND THE TIGARD PUBLIC FACILITY PLAN TO INCORPORATE THE TIGARD 2035 TRANSPORTATION SYSTEM PLAN.

WHEREAS, Oregon Administrative Rule 660 Division 12 requires cities with a population over 10,000 to have a transportation system plan; and

WHEREAS, cities are required to update their transportation system plan, 1) to reflect changes in an updated comprehensive plan, 2) if the existing plan has a forecast year less than 15 years into the future, or 3) within one year of adoption of the Regional Transportation Plan; and

WHEREAS, the City of Tigard is under State Periodic Review order and the work program includes an update of the Tigard Transportation System Plan; and

WHEREAS, the Tigard City Council directed staff to complete an update of the Tigard Transportation System Plan to comply with Oregon Administrative Rule 660 Division 12 and the Regional Transportation Plan; and

WHEREAS, the City of Tigard was awarded grant monies from the Oregon Transportation and Growth Management Program to fund the Tigard Transportation System Plan update, which required the inclusion of specific elements; and

WHEREAS, the updated Tigard 2035 Transportation System Plan Volume I contains goals and policies and updated Policy/Regulatory Elements that are consistent with the Regional Transportation Plan; and

WHEREAS, the Policy/Regulatory Elements in the updated Tigard 2035 Transportation System Plan Volume I outline a specific framework for regulatory implementation through the Tigard Municipal Code Title 18: Community Development Code; and

WHEREAS, the updated Tigard 2035 Transportation System Plan Volumes II and III contain background information and data used to inform Volume I and were available to the public for review throughout the process; and

WHEREAS, the City has proposed an amendment to the Tigard Comprehensive Plan by updating Goals, Policies, and Recommended Action Measures corresponding to Statewide Planning Goal 12 and updating the transportation element of the Tigard Public Facility Plan; and

WHEREAS, the Tigard Planning Commission held a public hearing, which was noticed in accordance with City standards, on June 21, 2010, and recommended approval of the proposed CPA 2010-00001 by motion and with unanimous vote in support; and

WHEREAS, on October 12, 2010, the Tigard City Council held a public hearing, which was noticed in accordance with City standards, to consider the Commission's recommendation on CPA 2010-00001, hear public testimony, and apply applicable decision-making criteria; and

WHEREAS, on October 12, 2010, the Tigard City Council adopted CPA 2010-00001 pursuant to the public hearing and its deliberations; and

WHEREAS, Council's decision to adopt CPA 2010-00001 was based on the findings and conclusions found in Exhibit "C" and the associated land use record which is incorporated herein by reference and is contained in land use file CPA 2010-00001.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

SECTION 1: Tigard City Council adopts the Tigard 2035 Transportation System Plan (Exhibit "A") as the transportation element of both the Tigard Comprehensive Plan and the Tigard Public Facility Plan.

SECTION 2: The Policy/Regulatory Elements section of the Tigard 2035 Transportation System Plan constitutes the regulatory implementation of these components through the Tigard Municipal Code Title 18: Community Development Code.

SECTION 3: Tigard Comprehensive Plan is amended to include new text and rescind existing text as shown in Exhibit "B".

SECTION 4: Tigard City Council adopts the findings and conclusions contained in Exhibit "C" in support of the Council's action and to be the legislative basis for this ordinance.

SECTION 5: This ordinance shall be effective 30 days after its passage by the Council, signature by the Mayor, and posting by the City Recorder.

PASSED: By _____ vote of all Council members present after being read by number and title only, this _____ day of _____, 2010.

_____
Catherine Wheatley, City Recorder

APPROVED: By Tigard City Council this _____ day of _____, 2010.

_____

Craig Dirksen, Mayor

Approved as to form:

_____

City Attorney

_____

City of Tigard

2035
Transportation System Plan

Tigard, Oregon

Adoption Draft, Version 3
Planning Commission Recommended Draft

September 2010

City of Tigard

2035 Transportation System Plan

Tigard, Oregon

Prepared For:
City of Tigard
13125 SW Hall Boulevard
Tigard, OR 97223
(503) 639-4171

September 2010

This project was partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and the State of Oregon funds.

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Preface

The progress of this plan was guided by the Project Management Team (PMT) made up of City of Tigard staff with input from the Oregon Department of Transportation (ODOT). The project was also guided by a Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), City Council and Planning Commission.

The TAC provided guidance on technical aspects of the 2035 Tigard Transportation System Plan (2035 TSP) and consisted of staff members from the surrounding communities. The CAC ensured that the needs of people in the community of Tigard are incorporated in the 2035 TSP. The CAC consisted of Tigard residents who provided input throughout the process.

Membership of these different groups is shown below.

City of Tigard Project Management Team

Marah Danielson
ODOT Region 1 Senior Planner

Judith Gray
City of Tigard, Senior Transportation Planner

Mike McCarthy, P.E.
City of Tigard, Senior Project Engineer

Darren Wyss
City of Tigard, Senior Planner

City Council

Craig Dirksen, Mayor

Nick Wilson, Council President

Gretchen Buehner

Marland Henderson

Sydney Webb

Planning Commission

David Walsh, President

Jeremy Vermilyea, Vice President

Tom Anderson

Rex Caffall

Margaret Doherty

Karen Fishel

Timothy L Gaschke

Stuart Hasman

Matthew Muldoon

Kittelson & Associates, Inc.

Elizabeth Wemple, P.E.
Associate Engineer

Susan Wright, P.E.
Senior Engineer

Michael Houston
Transportation Analyst

Shaun Quayle, P.E.
Engineer

Wen Si
Transportation Analyst

Casey Bergh
Engineering Associate

Angelo Planning Group

DJ Heffernan
Project Manager

Shayna Rehberg, AICP
Planner

Technical Advisory Committee

Matt Crall
DLCD, Regional Representative

Kaaren Hofmann
City of Tualatin, Civil Engineer

Steve L. Kelley
Washington County, Senior Transportation Planner

Jabra Khasho
City of Beaverton, Transportation Engineer

Margaret Middleton
City of Beaverton, Senior Transportation Planner

Karen Mohling
Tualatin Valley Fire & Rescue, Deputy Fire Marshal

Josh Naramore
Metro, Associate Transportation Planner

Jessica Tump
TriMet, Planner

Citizen Advisory Committee

Stu Hasman

Gary Jelinek

Cindy Padilla

Jennifer Stanfield

Christopher Warren

Randy Wooley

City of Tigard Review Team

Ron Bunch
Community Development Director

Susan Hartnett
Assistant Community Development Director

Ted Kyle, P.E.
City Engineer

Craig Prosser
City Manager

Gus Duenas, P.E.
Development Engineer

Dennis Koellermeier, P.E.
Public Works Director

Kim McMillan, P.E.
Engineering Manager

Brian Rager, P.E.
Assistant Public Works Director

Section 1
Introduction

Introduction

Purpose of the Plan

The 2035 Tigard Transportation System Plan (2035 TSP) is an important long-range planning tool for Tigard as it prepares for future growth in the community and region. The 2035 TSP, an update of the previously adopted plan, was initiated in 2008 and completed in 2010. The completion of the 2035 TSP is timely for two reasons. First, traffic congestion has consistently ranked as the number one issue facing Tigard in community attitude surveys and the City is committed to finding solutions to this issue. Secondly, the community has developed a vision for Tigard's future and a key component of this vision is developing an efficient and balanced multi-modal transportation system. The TSP ensures the vision for the transportation system meets community needs, communicates the City's aspirations, and conforms to state and regional policies. An effective TSP will provide:

- A blueprint for transportation investment;
- A coordination tool with regional agencies and local jurisdictions;
- An important component of prudent and effective land use choices; and
- Answers to existing and future transportation needs related to bicycles, pedestrians, transit, vehicles, freight, and rail.

The document meets the state requirements for a TSP and acts as a resource for staff, decision makers, and the public. It identifies the preferred multi-modal transportation system, consisting of a network of facilities adequate to serve local, regional, and state transportation needs. It is the principal document used for identifying the function, capacity, and location of future facilities, directing resources to transportation projects, and providing the community with the level of investment that will be needed to support anticipated development within the community.

One important task in the development of the 2035 TSP was to consider land use and transportation efforts already completed by the City. This allowed the TSP to analyze and build upon previously adopted plans to ensure consistency and continuity for the transportation system. Plans for Downtown Tigard, the Washington Square Regional Center, Highway 217, and Pacific Highway-99W were incorporated into the TSP.

The TSP also serves as the transportation element, and as a supporting document, of the Tigard Comprehensive Plan (Comp Plan) as required by state law. Goals and policies were identified at an early stage of the TSP update and are adopted as the Goal 12: Transportation element of the Comp Plan. These goals and policies will help to guide future decisions. It was important to ensure the transportation goals and policies were coordinated with the entire Comp Plan because an integrated land use and transportation system is essential to reaching the community's vision. In general, as the Comp Plan is "comprehensive" in nature, all goals and policies are intended to be supportive of one another.

The Tigard Transportation Planning Environment

Transportation planning in Tigard is shaped by opportunities and constraints as much as by transportation needs. Growth within Tigard and in the surrounding areas increases travel demand and associated congestion. The built environment makes major roadway expansions costly to construct. At the same time that these costs rise, competition is high for scarce transportation funding resources.

There is also a greater awareness of the negative impacts that come from creating an environment geared toward reliance on personal automobile travel. There is growing concern about greenhouse gas (GHG) emissions as well as dependency on foreign oil and rising fuel costs. Reliance on automobile travel instead of active transportation, such as walking and cycling, is also one culprit in the rise of obesity, including among children. While there are myriad strategies to combat these issues, a critical role for transportation is the provision of a balanced, multi-modal transportation system.

These challenges – the built environment, high costs, limited funding, environmental impacts, and personal health issues – were significant in shaping the 2035 Tigard TSP. At the same time, they helped direct the plan toward opportunities to integrate Tigard's transportation system with regional and state investment plans; to promote land use patterns that support those investments; to minimize impacts to the local community; and, to provide Tigard residents with options for personal, recreational, and commute travel.

Some of the specific issues and opportunities that influenced the development of the 2035 TSP are summarized below.

Transportation System Management – Making the Existing System Work Better

As the challenges of roadway expansions are increasing, new technologies and practices are being employed to improve the functioning and operations of existing transportation resources through a wide array of management measures. The broad term for these measures is Transportation System Management (TSM). There is growing emphasis at the national, state and regional levels for increasing the application of TSM measures. Examples include improved traffic signal and system coordination; transit priority treatments on congested corridors; travel demand management strategies to shift demand toward other modes or time periods; and, access management measures to streamline traffic flow on major corridors. These can be effective ways to improve existing streets rather than adding travel lanes.

Multi-Modal System Planning – Providing Travel Options

Motor vehicle travel is now and will continue to be the primary mode of travel serving Tigard within the 2035 TSP horizon. As such, future transportation investments in Tigard must support a safe and reliable roadway system to accommodate current and forecast demand. However, many people are realizing benefits – cost savings, quality of life, community connection, health and fitness, and sustainability – of walking, cycling, carpooling, or using public transit. In order to meet the future travel needs of the community, increased transit, walk, and bike shares are essential to the future transportation system in Tigard, as much as adding expensive roadway capacity for

increased demand. This will be accomplished through a combination of strategic investments and partnerships that are identified in this Plan, including regional plans calling for multi-modal refinement plans in key corridors, such as Pacific Highway-99W.

Transit Investments – Public Transit Connections

Tigard has a tremendous opportunity to gain federal, state, and regional investments for significant transit improvements. The opening of the Westside Express Service (WES) commuter rail line in early 2009 was a first step in establishing urban rail as a transit option for Tigard residents and employees. As a further step to major transit infrastructure, TriMet and Metro have identified the Pacific Highway-99W/Barbur Boulevard corridor as the next priority for high capacity transit (HCT) service in the region. The process of developing HCT will include several years of planning, engineering, and design to ensure that future land development, transit access, and local circulation will support transit investments.

Connectivity – Local Mobility

Connectivity in Tigard is severely challenged by Highway 217, I-5 and the WES commuter/freight rail line as well as Fanno Creek, Bull Mountain, and other natural features. These challenges are exacerbated by a built environment that precludes efficient connections through the prevalent use of cul-de-sacs and other dead-end streets. Such limited service roadways are attractive for neighborhoods because they limit traffic volumes and travel speeds. However, they contribute to inefficiency in the circulation system and over-reliance on major arterials. One of the priorities of the 2035 TSP is to identify and preserve potential opportunities for future connectivity improvements in order to protect and maximize the function of the existing transportation network.

Land Use Patterns – Developing for Efficient Transportation

The types, intensities, and locations of different land uses are major determinants of travel patterns. Land use patterns in the City of Tigard and surrounding areas are suburban in character, with residential areas separated from commercial areas and a relatively low density of development overall. This development pattern results in travel demand that is highly directional according to typical weekday peak periods. Tigard has adopted plans for a more compact urban form in several areas including downtown, and the Washington Square Regional Center (WSRC). The 2035 TSP supports such land use strategies to mitigate the strain on the roadways by shortening home-to-work trips, supporting transit service, and making walk/bike trips more viable for work, shopping, and other activities.

Major Roadways – I-5, Highway 217, and Pacific Highway-99W

Tigard is at the juncture of three major state highways: Pacific Highway-99W, Highway 217, and I-5. While they serve as important access routes to and from Tigard, they also pose significant barriers and constraints.

Highway 217 and I-5 are both limited access freeways. Because they are under ODOT jurisdiction, the City has no direct operational authority over them. Access to and from Tigard is provided by the ramp interchanges, which are also governed by ODOT. Both highways provide critical access to

and from Tigard. However, congestion is commonplace along the highways and at interchanges. Plans for widening have not moved forward largely due to significant costs. Without capacity and operational improvements, congestion on these facilities results in regional traffic cutting through Tigard as a detour route.

Pacific Highway-99W is a statewide highway and freight route carrying more than 50,000 vehicles per day on some sections through Tigard. Given these designations, the highway plays a critical role in regional and statewide mobility, providing a primary connection between the Willamette Valley and the Oregon Coast and cities in between. Traffic on the segment within Tigard is divided nearly evenly between local trips and through traffic. Because it is an at-grade roadway, the high through traffic has a significant impact on adjacent properties. Heavy traffic results in traffic congestion, compromises the pedestrian and bicycle environment, and creates challenges for transit service. The limited capacity for additional traffic threatens to limit development opportunities in Tigard.

Strategies for this important highway must balance the needs for statewide and regional travel, along with potential local impacts. These include direct improvements to the highway to improve traffic operations as well as connectivity improvements within Tigard to reduce reliance on Pacific Highway-99W for local travel. Many opportunities to address these competing needs have been explored in earlier planning and engineering studies, which have been incorporated into the 2035 TSP.

Continuous east-west travel on Tigard streets is primarily served by Durham Road and Bonita-McDonald-Gaarde. These routes are frequently constrained during weekday peak periods, with predictable traffic flow reflecting the housing/jobs development patterns in Tigard and the region. To an extent, these roads provide connections between I-5 and neighboring cities. While widening these roadways could improve traffic flow, the evaluation of such improvements must be balanced with the benefits for local and through traffic, and the impacts to be borne by the local community.

Special Areas

Three areas within Tigard -- Tigard Triangle, WSRC, and Downtown – represent considerable growth opportunities but also significant transportation challenges. Even when bounded by significant transportation facilities, congestion is an issue for trips to, from, and through these areas. For this reason, an emphasis on mixed-use development that supports transit, walking, and cycling trips is a critical focus of transportation planning for these areas. They are addressed separately in the main chapter of this TSP.

Plan Background/Regulatory Context

The Oregon Revised Statutes require that the TSP be based on the current Comprehensive Plan land uses and that it provide for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of this TSP was guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012).

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

Further requirements were adopted by the Oregon Legislature in 2009 in Oregon House Bill 2001 - Jobs & Transportation Act (JTA). Among the chief changes introduced in JTA is an emphasis on sustainability. JTA requires the development of a least cost planning model, as well as planning for reduction in greenhouse gas (GHG) emissions. Precise implementation measures and evaluate technologies are still under development. However, these elements were integrated in concept in the development of the TSP.

The TSP was also prepared consistent with the Portland Metro 2035 Regional Transportation Plan (RTP). The RTP provides a regional framework for transportation planning and investment, including implementation of Metro's 2040 Growth Concept. The update of the Tigard TSP has been developed in close coordination with the 2035 RTP update process in order to ensure consistency at the state and regional levels. *A memo summarizing how the TSP and implementing ordinances are compliant with the TPR and other regulatory requirements is provided in the Volume 2 Technical Appendix.*

Planning Work Foundation

The development of the TSP began with a review of the local and statewide plans and policies that guide land use and transportation planning in the City. In addition to the previous adopted transportation plan (2002), the TSP incorporates the following other transportation planning efforts:

- Washington Square Regional Center Plan (1999)
- Washington County 2020 Transportation Plan (2002)
- Tigard Downtown Improvement Plan (2005)
- Metro Highway 217 Corridor Study (2006)
- Tigard Highway 99W Improvement and Management Plan (2007)
- Tigard Downtown Circulation Plan (2010)
- Metro 2035 Regional Transportation Plan (2010)

A complete list of the plans and policies reviewed as part of the project is included in *Technical Memorandum #1: Plans and Policy* Review included the Volume 3 Technical Appendix.

Public Involvement

Public involvement for the development and review of the 2035 TSP was achieved in three ways:

- Involvement of citizens on the Community Advisory Committee (CAC) including three committee meetings;

- Assistance and review of agency representatives in the agencies on a Technical Advisory Committee (TAC), including three committee meetings;
- Two public forums and one open house;
- Targeted outreach with local community and service organizations; and,
- Public hearings as part of the adoption process.

Through these types of public involvement and outreach, the citizens of Tigard were provided with opportunities to identify their priorities for future transportation projects within the City through a variety of forums. The City's website, as well as an e-mail list of interested citizens, businesses, City staff, boards/commissions, and agencies, was used to announce public meetings, disseminate information, and solicit input/feedback from the community. In addition, City staff met with the City Council to present each of the five technical memorandum leading up to the TSP document.

ORGANIZATION OF THE TSP

The entire 2035 Tigard TSP is comprised of a main document (Volume 1) as well as two volumes of technical appendices. The TSP is organized as follows:

Volume 1 is the "final report" of the 2035 TSP and includes items that will be of interest to the broadest audience.

- Following this introduction, the goals and policies were developed to guide the City's long-range vision of transportation system needs. They are included in Section 2.
- provides a transportation planning "toolbox" which helps define some of the terms and concepts that are integrated into the 2035 TSP.
- summarizes the process that was undertaken to develop the 2035 TSP, including the screening and evaluation of transportation strategies and projects.
- includes specific policy guidelines and standards, as well as multi-modal improvement projects to address existing and forecast transportation needs.
- provides the funding element of the TSP. This section also lists the financially constrained project list.
- outlines changes in the Tigard codes and policies that will be required to implement the 2035 TSP.
- Finally, Section 8 provides a glossary of acronyms and other transportation terms.

Volume 2 includes technical information that directly supplements Volume 1, including the specific implementing ordinances for the TSP and elements of relevant elements from related plans.

Volume 3 includes the technical memoranda that were prepared in the development of the 2035 TSP and includes the detailed data and analysis that were used to prepare the final plan.

Section 2
Goals and Policies

Goals and Policies

The 2035 Tigard Transportation System Plan (2035 TSP) goals and policies stated in this section were developed at the outset of the planning process and were used to guide the City's long range vision for the transportation system. They incorporate and build upon existing transportation goals and policies and prior plans adopted by the City. They also integrate regional and statewide planning rules and policy, including the requirement for a multi-modal, balanced approach to transportation policy. The goals and policies reflect the guidance received from the Citizen Advisory Committee, the Technical Advisory Committee, and the Planning Commission during the planning process.

The transportation goals and policies identify the intent of the City to accomplish certain results. They relate to one another and are obligations the City wishes to assume. They also provide the necessary link to the transportation element of the Tigard Comprehensive Plan and their purpose and function have been coordinated with the balance of the Tigard Comprehensive Plan to ensure consistency. As outlined in further detail in the Tigard Comprehensive Plan, the goals are general statements indicating a desired end; while policies identify the City's position and a definitive course of action that will contribute to achieving the goal[1].

The general transportation goals of the 2035 TSP are:

Goal 1 – Land Use and Transportation Planning Coordination

Goal 2 – Transportation Efficiency

Goal 3 – Multi-Modal Transportation System

Goal 4 – Safe Transportation System

Goal 5 – Interagency Coordination

Goal 6 – Transportation Funding

Additionally, action measures were developed that, if executed, would implement the goals and policies. These statements refer to specific projects, standards, or courses of action the City desires to take in regard to specific issues. The strategies are suggestions to future decision-makers, but do not obligate the City to accomplish them. Most of the strategies resulted from the findings in the needs and deficiencies analysis. Others are standard transportation planning activities that either need to be updated or would be beneficial to improving the transportation system.

[1] The policies are not implementable as a land use action without inclusion in land use regulations. Therefore, land use regulations should reflect the transportation framework developed in this section of the TSP.

GOAL 1 – LAND USE & TRANSPORTATION COORDINATION

Develop mutually supportive land use and transportation plans to enhance the livability of the community.

Policies

The City shall plan for a transportation system that meets current community needs and anticipated growth and development

1. The City shall prioritize transportation projects according to community benefit, such as safety, performance, and accessibility, as well as the associated costs and impacts.
2. The City shall maintain and enhance transportation functionality by emphasizing multi-modal travel options for all types of land uses.
3. The City shall promote land uses and transportation investments that promote balanced transportation options.
4. The City shall develop plans for major transportation corridors and provide appropriate land uses in and adjacent to those corridors.
5. The City shall support land use patterns that reduce greenhouse gas emissions and preserve the function of the transportation system.
6. The City shall strive to protect the natural environment from impacts derived from transportation facilities.
7. The City shall mitigate impacts to the natural environment associated with proposed transportation construction or reconstruction projects.
8. The City shall coordinate with private and public developers to provide access via a safe, efficient, and balanced transportation system.
9. The City shall require all development to meet adopted transportation standards or provide appropriate mitigations.

GOAL 2 – TRANSPORTATION EFFICIENCY

Develop and maintain a transportation system for the efficient movement of people and goods.

Policies

1. The City shall adopt and maintain transportation performance measures.
2. The City shall manage the transportation system to support desired economic development activities.
3. The City shall design streets to encourage a reduction in trip length by improving arterial, collector, and local street connections.
4. The City shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods and services.
5. The City shall cooperate with the railroads in facilitating and preserving rail freight service to existing and future businesses that depend on railroad service.

6. The City shall develop and maintain an efficient arterial grid system that provides access within the City, and serves through traffic in the City.
7. The City shall use strategies for access management, including the support of modifications that bring access points into compliance or closer to compliance with applicable standards.
8. The City recognizes freight movement as being a priority of the transportation system.
9. The City shall require the provision of appropriate parking in balance with other transportation modes.
10. The City shall strive to increase non-single occupant vehicle mode shares through vehicle trip reduction strategies, such as those outlined in the Regional Transportation Plan.
11. The City shall design the transportation system to provide connectivity between Metro designated centers, corridors, employment and industrial areas.

GOAL 3 – MULTI-MODAL TRANSPORTATION SYSTEM

Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policies

1. The City shall continue to support the existing commuter rail and bus service in Tigard and will seek opportunities for increased service frequency and passenger convenience.
2. The City shall engage with regional partners to support development of High Capacity Transit serving the Tigard.
3. The City shall design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
4. The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods.
5. The City shall require development adjacent to transit routes to provide direct pedestrian accessibility.
6. The City shall develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way.
7. The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.
8. The City shall require sidewalks to be constructed in conjunction with private development and consistent with adopted plans.
9. The City shall require and/or facilitate the construction of off-street trails to develop pedestrian and bicycle connections that cannot be provided by a street.
10. The City shall require appropriate access to bicycle and pedestrian facilities for all schools, parks, public facilities, and commercial areas.

GOAL 4 – SAFE TRANSPORTATION SYSTEM

Maintain and improve transportation system safety.

Policies

1. The City shall consider the intended uses of a street during the design to promote safety, efficiency, and multi-modal needs.
2. The City shall coordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities.
3. The City shall require new development to provide safe access for all modes to and from a publicly dedicated street.
4. The City shall develop access management strategies for arterial and collector streets to improve safety in the community.
5. The City shall prioritize intersection improvements to address safety deficiencies.
6. The City shall include safety mitigation as a priority criterion in making transportation investments.
7. The City shall enhance and maintain a neighborhood traffic management program to address issues of excessive speeding and through traffic on local residential streets.
8. The City shall require safe routing of hazardous materials consistent with federal and state guidelines.
9. The City shall require new transportation facilities to meet adopted lighting standards.

GOAL 5 – INTER-AGENCY COORDINATION

Coordinate planning, development, operation, and maintenance of the transportation system with appropriate agencies.

Policies

1. The City shall coordinate and cooperate with adjacent agencies and service providers -- including Metro, TriMet, ODOT, Washington County, and neighboring cities -- when appropriate, to develop transportation projects which benefit the region as a whole, in addition to the City of Tigard.
2. The City shall collaborate with other transportation providers to develop, operate, and maintain intelligent transportation systems, including coordination of traffic signals.
3. The City shall coordinate with TriMet and other transit providers serving Tigard, to improve transit service to, from, through, and within Tigard.

GOAL 6 – TRANSPORTATION FUNDING

Fund an equitable, balanced, and sustainable transportation system that promotes the well-being of the community.

Policies

1. The City shall make street maintenance a funding priority.
2. The City shall seek to invest in capital projects that leverage other infrastructure investments.
3. The City shall seek opportunities for transportation investments that support transportation goals of efficiency, multi-modal access, and safety.

ACTION MEASURES

The following table summarizes strategies to implement the goals of the 2035 Tigard Transportation System Plan.

TABLE 2-1 STATEGIES FOR IMPLEMENTING TRANSPORTATION SYSTEM PLAN GOALS

Recommended Action Measures	Goals Supported
Goal 1: Transportation & Land Use Planning Coordination	
Create commercial nodes within residential neighborhoods to provide residents with opportunities to walk or bike for non-commute travel purposes.	1 (2, 3)
Encourage non‐auto-dependent development with mixed uses and higher densities in targeted areas, such as along Pacific Highway, in the Downtown, and in the Washington Square Regional Center.	1 (2, 3)
Review and update development code requirements for on-site motor vehicle parking.	1 (2, 3)
Review and update development design guidelines to promote pedestrian-friendly commercial areas.	1 (2, 3)
Identify, evaluate and adopt City of Tigard performance standards that promote safe and efficient access and mobility for walk, bike and transit modes as well as personal automobile travel.	1 (2, 3, 4)
Work with State and Regional partners to identify and evaluate multi-modal mobility/performance standards for major transportation facilities.	1 (2, 3, 4, 5)
Goal 2: Transportation Efficiency	
Conduct a citywide connectivity and circulation study to identify potential circulation improvements for street systems serving Tigard.	2 (1, 3)
Create a comprehensive inventory of street stubs, unimproved right-of-way, and other potential future roadway connections to inform long range planning and development review.	2 (1, 3)
Review and update/clarify, as warranted, development code requirements for new roadway or pedestrian/bicycle connections as part of land development.	2 (1, 3)
Goal 3: Multi-Modal Transportation System	
Develop parking management plans for Downtown, Tigard Triangle, Washington Square Regional Center, and other areas to support economic development and a balanced transportation system.	3 (1, 2)
Identify and adopt mode split targets that achieve and exceed Metro targets for regional centers, town centers, and downtown Tigard.	3 (1, 2)
Review and update, as warranted, street design standards to ensure that public right of way is planned, designed, and constructed to provide safe and comfortable facilities for all travel modes and adequate drainage and treatment for storm water.	3 (1, 2)
Create a more complete network of pedestrian facilities by identifying and prioritizing gaps within the current sidewalk and trail system.	3 (2, 4)
Develop pedestrian and bicycle corridors to neighborhoods, schools, parks, recreation uses, activity centers and transit stops.	3 (1, 2, 4)
Prioritize transit, pedestrian, and bicycle investments in areas serving a high proportion of disadvantaged or transit dependent communities.	3 (1, 2, 4, 5, 6)

Fill in gaps in the bicycle network to provide for greater citywide bicycle mobility	3 (2, 4)
Develop bicycle routes that connect neighborhoods, schools, parks, recreation uses, and activity centers	3 (1, 2, 4)
Develop a bicycle signage program to help cyclists find routes on relatively level terrain with low traffic volumes.	3 (2, 4)
Engage with regional planners and service providers to support transit as a travel option with increased frequency for buses, high capacity transit, and WES commuter rail.	3 (1, 2, 5)
Improve the comfort, convenience, and safety for transit users through bus shelters, seating, signage, and other bus stop/station features.	3 (4, 5)
Provide local transit connector service linking residential neighborhoods with transit stations/stops, employment and retail centers, schools, and recreational areas.	3 (1, 2)
Work with Metro and other regional partners to advance High Capacity Transit in the Pacific Highway-99W/Barbur Boulevard corridor.	3 (1, 5)
Goal 4: Safe Transportation System	
Review high crash locations, including state and county data, and develop a system for evaluating and prioritizing safety mitigations.	4 (3, 5)
Continue to implement neighborhood traffic management techniques to promote safety and livability in residential neighborhoods.	4 (1, 2, 3)
Improve pedestrian crossing treatments at high traffic volume streets and/or locations with high levels of pedestrian demand (e.g., schools, retail centers, transit stops, etc.)	4 (1,3)
Goal 5: Inter-Agency Coordination	
Partner with Regional and County transportation planning organizations to leverage statewide and federal transportation funding for local projects.	5 (1, 2, 3, 4, 6)
Work with regional and state partners to mitigate negative impacts to Tigard from high traffic volumes traveling through Tigard on state facilities, including capacity enhancements on Highway 217 and Interstate 5.	5 (1, 2, 3, 4)
Work with state and regional partners to develop alternative mobility standards in order to accommodate desired land development changes.	5 (1, 2, 3, 4)
Goal 6: Transportation Funding	
Periodically review and revise transportation system development charges to ensure the cost of development is appropriately covered.	6 (1, 2, 3, 4)
Periodically review and evaluate the street maintenance fee to ensure the most appropriate and equitable calculations are being used.	6 (2, 3, 4)
Continue to seek grant monies to plan for and develop multi-modal infrastructure improvements.	6 (2, 3, 4, 5)
Continue to submit project proposals for regional, state, and federal transportation monies to implement the Tigard 2035 TSP.	6 (1, 2, 3, 4, 5)

Section 3
Transportation Planning Toolbox

Transportation Planning Toolbox

Several major roadways are showing significant capacity issues with resulting traffic congestion during several hours of a typical weekday. These capacity issues are expected to worsen as population and employment growth add to travel demand. At the same time, increases in roadway capacity through widening existing roads or constructing new roads are often prohibitively expensive in terms of construction costs, right of way acquisition, and impacts to adjacent properties. While expansion of roadway capacity is a component of the 2035 Tigard Transportation System Plan (2035 TSP), a greater emphasis is placed on measures to manage the existing roadway system and to increase the convenience and viability of alternative travel modes.

This section summarizes the range of alternative solutions within the transportation planning toolbox in addition to traditional roadway widening projects that were considered during the development of the 2035 TSP. They include solutions to enhance the quality and availability of pedestrian, bicycle, and transit systems in order to shift travel demand toward a more balanced system. Also included are measures to improve the traffic operations on the existing system.

TRAVEL MODES

The City of Tigard, in partnership with state, regional, and neighboring jurisdictions, recognizes the importance of providing a balanced transportation system. In order to meet the current and future travel needs of the community, increased transit, walk, and bike shares are essential to the future transportation system in Tigard, as much as adding roadway capacity for increased demand.

As part of the 2035 Regional Transportation Plan (RTP) and the 2040 Growth Concept, Metro identified maximum share targets for Single Occupancy Vehicle (SOV) travel for Tigard overall, as well as for the designated Centers. Metro's travel demand model estimates base year and forecast mode shares as a function of several factors, including street connectivity, transit availability and parking pricing. Table 3-1 shows the SOV shares used in Metro's 2005 and 2035 travel demand model, as well as the maximum SOV share in the 2040 Growth Concept.

TABLE 3-1 SINGLE OCCUPANCY VEHICLE (SOV) MODE SHARES

Tigard Area	Metro Model		Metro 2040 Target (Maximum)
	2005	2035	
Citywide	50%	49%	40-50%
Washington Square Regional Center	47%	46%	45-55%
Tigard Town Center (Downtown)	54%	51%	45-55%
Durham Road Town Center	53%	51%	45-55%
Tigard Triangle	50%	49%	55-60%

As Table 3-1 shows, the Metro model indicates that base year and forecast SOV shares are within the target range under the 2040 Growth Management plan. However, the model shows only slight improvements over the 25-year planning period. This reflects a forecast condition that assumes generally consistent conditions related to transit, parking pricing, and connectivity. As those conditions evolve to be more supportive of transit, walk, and bike travel, the share of SOV trips should be lower.

LAND USE

The types and intensities of land uses are significant factors influencing travel demand and mode choice. Low-density development tends to correlate with high motor vehicle travel demand, whereas dense, mixed-use developments have been found to result in shorter trips and more balanced travel mode uses.

Land use patterns in the City of Tigard and surrounding areas are suburban in character, with residential areas separated from commercial areas and a relatively low density of development overall. Based on current zoning and growth projections, most residential growth will occur in the west side of Tigard and south in the neighborhoods around Durham and Beef Bend Road. Employment growth is forecast to occur near major roadways, especially near Highway 217. The primary areas of mixed-use zoning are the Washington Square Regional Center (WSRC) and Tigard Triangle.

The City has adopted plans to significantly increase housing density in downtown. These planned changes in downtown, along with the strategies identified below, could move more houses close to jobs, increase mixed use development, and help mitigate the strain on the east-west roadways by shortening home-to-work trips, supporting transit service, and making walk/bike trips more viable for work, shopping, and other activities.

CONNECTIVITY

Multi-modal connectivity describes the network characteristics related to frequency of and distance between connections. A well-connected network minimizes the need for out-of-direction travel while supporting efficient dispersal of travel demand among multiple parallel travel ways. Connectivity improvements for pedestrian/bicycle networks are also effective enhancements to the transportation system, including improved access to transit. A common example of efficient roadway connectivity is the traditional grid system, with north-south and east-west streets spaced at generally equal distances.

In Tigard, the existing major roadways, along with topography, natural resources, and land development patterns preclude this type of network on a large scale. However, it is possible to plan for improved connectivity by preserving right of way for future connections and prioritizing funding to alleviate existing and future bottlenecks at key crossing locations.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) measures include any method intended to shift travel demand from single occupant vehicles to non-auto modes or carpooling, or travel at less congested times of the day. Some common examples of TDM strategies include programs such as carpool matching assistance or flexible work shifts; parking management strategies; direct financial incentives such as transit subsidies; or facility or service improvements, such as bicycle lockers or increased bus service.

Some of the most effective TDM strategies are best implemented by employers and are aimed at encouraging non-SOV commuting. Strategies include preferential carpool parking, subsidized transit passes, and flexible work schedules. Cities and other public agencies can play a critical role in support of TDM through provision of facilities and services, as well as development policies that encourage TDM.

ENHANCING AND INCREASING NON-AUTO TRAVEL MODES

The following summarizes improvements to the pedestrian, bicycle, and transit systems that enhance the quality of the service provided and if implemented with the SOV demand reducing solutions described above, will likely result in increased travel by pedestrian, bicycle, and transit modes.

Pedestrian System

Pedestrian facilities are the elements of the network that enable people to walk safely and efficiently on the transportation system. The pedestrian network includes walkways (sidewalks, mixed-use trails) as well as safe crossing. Each plays a role in developing a comprehensive pedestrian network which can promote both walking trips and multi-modal trips such as using a combination of walking and transit to complete a trip. There are several different types of pedestrian crossing treatments available, each applicable under a different range of factors. A brief description of the various pedestrian crossing types is provided below.

Unmarked Crosswalks – Under Oregon law, pedestrians have the right-of-way at any unsignalized intersection.

Marked Crosswalks – Marked crosswalks are painted roadway markings that indicate the location of a crosswalk to motorists. Marked crosswalks can be accompanied by signs, curb extensions and/or median refuge islands, and may occur at intersections or at mid-block locations.

Pedestrian Hybrid Signal – The pedestrian hybrid signal is a pedestrian-actuated hybrid signal that would interrupt traffic on the roadway to provide a signalized protected crossing for pedestrians at an otherwise unsignalized location. Pedestrian hybrid signals are included in the new 2009 Manual of Uniform Traffic Control Devices (MUTCD, Reference 1).

Signalized Intersection – Signalized intersections typically include a WALK signal that can be automatically triggered or push button actuated. This option would require review of signal

warrants according to the MUTCD to determine if a signal is warranted at an intersection based on the number of pedestrian crossings.

Rectangular Rapid Flashing Beacon – RRFBs consist of user-actuated amber LEDs, which have an irregular flash pattern similar to emergency flashers on police vehicles. These supplement warning signs at unsignalized intersections or mid-block crosswalks.

Raised Pedestrian Refuge – This option provides a pedestrian refuge in the roadway median, allowing a two-stage crossing to occur if needed.

Grade-Separated Crossing – Grade-separated crossings are either underpasses or overpasses that allow pedestrians to entirely avoid conflicts with automobiles when crossing a busy roadway. When used as part of a multi-use path, grade-separated crossings also accommodate bicycles.

Bicycle System

Bicycle facilities are the elements of the network that enable cyclists to safely and efficiently travel on the transportation system. These facilities include public infrastructure (bicycle lanes, mixed-use trails, signage and striping) as well as off-road facilities (secure parking, changing rooms and showers at worksites). Each plays a role in developing a comprehensive bicycle network.

Many different bicycle facility types are needed to create a complete bicycle network that connects people to their destinations and allows cyclists to feel safe riding. Currently, Tigard's bicycle network primarily includes bicycle lanes, shared roadways and multi-use paths.

In some locations where bicycle lanes are provided specific conditions such as high motor vehicle volumes and travel speeds compromise the quality of the bicycle facility. In these locations, wider bike lanes or buffers (wider striping, barriers, or medians) separating bicycles from vehicle traffic may be appropriate.

Types of Bicycle Facilities

Brief descriptions of the various bicycle facility types are provided below.

Shared-roadway – Any roadway without dedicated bicycle facilities is a shared roadway. In Tigard, shared roadways include all public streets without striped bicycle lanes. Where traffic volumes are low, shared roadways are generally safe and comfortable facilities for cyclists.

Low-Traffic Bikeway (aka Bike Boulevard) – Low-traffic bikeways are also known as bike boulevards and provide high-quality bicycle facilities on continuous street corridors with low vehicular traffic volumes. Typically, low-traffic bikeways are made on local streets, which are configured to prioritize bicycle trips and reduce through automobile trips. Local automobile access is retained. Bicycling conditions are improved by reducing stop signs to a minimum along the route and providing way-finding information specific to bicyclists.

Low-traffic bikeways are best used when they parallel major roadways and can provide cyclists with a low-volume alternative route. Low-traffic bikeways are used extensively in Portland, and

recent rider surveys there indicate that cyclists overwhelmingly prefer them compared to major streets with bicycle lanes.

Bicycle Lane – Bicycle lanes are striped lanes on the roadway dedicated for the exclusive use of bicycles. Typically, bicycle lanes are placed at the outer edge of pavement (but to the inside of right-turn lanes and/or on-street parking). Bicycle lanes improve bicycle safety, improve cyclist security, and if comprehensive can provide direct connection between origins and destinations.

Bicycle Crossings

Bicycle crossing treatments are used to connect bike facilities at high traffic intersections, trailheads, or other bike routes. Typical treatments include bicycle detectors at traffic signals, bicycle only signals, or preferential movements for bicyclists such as only allowing bikes to make a through movement.

Bicycle Parking

Bicyclists also benefit from several other types of bicycle support facilities, such as secure bicycle parking, either open or covered U-shaped racks, and storage lockers for clothing and gear. The City currently requires bicycle parking to be included in new developments as a condition of approval and TriMet buses are outfitted with bicycle racks that allow cyclists to bring their bikes with them on transit. Allowing bicycles on transit vehicles increases the range of trips possible by both transit and bicycling, and reduces cyclists' fears of being stranded in the event of a mechanical or physical breakdown.

Multi-Use Pathways

Multi-use pathways are other facilities dedicated to pedestrians and bicyclists. These pathways have an integral role in recreation, commuting, and accessibility for residents. Tigard's off-street trails are generally concentrated along several greenways located within the City. The most notable of these trails is the Fanno Creek Greenway which traverses the full length of the City. Trails are also located along the Tualatin River and the Pathfinder-Genesis Trail. Additionally, planned regional pathways are being developed to connect Tigard with other communities in the Portland metro area. While these pathways serve and connect several neighborhoods in Tigard, there are some remaining gaps in these facilities.

The Tigard Neighborhood Trails Plan (adopted in 2009) focuses on multi-use pathways at a neighborhood scale and developed a list of 42 recommended projects that are generally one to two blocks in length. These projects seek to improve opportunities for walking, bicycling and using transit by creating short cut-through routes that provide access to local destinations. *A complete list of the projects from the Neighborhood Trails Plan is included in Appendix B of the Volume 2 Technical Appendix.*

While the Neighborhood Trails Plan addressed short, local connections, there are additional city and region-wide multi-use trails that are in various stages of planning and construction. In particular, the Tiedeman/Main Rail Trail has been identified for converting a nearly three-quarter mile inactive railroad right-of-way adjacent to Tigard Street from Tiedeman to Main Streets.

Conversion to a multi-use trail will provide an attractive alternative to Tigard Street for pedestrians and bicyclists, and will also be a direct connection to downtown and the transit station.

Transit System

Transit service is an important part of a balanced transportation system, providing an alternative to private automobile travel for distances too far to walk or bike. TriMet is the transit service provider for the City of Tigard. The City's partnership with TriMet, as well as with regional planners is essential to development of a more comprehensive transit system. The City can also play a direct role in improving transit service by providing services that support transit use, such as transit stop amenities and good pedestrian connections.

Supporting an environment in which transit is a preferred travel option for the Tigard community requires more than direct investments in transit service. Land use, connectivity, and streetscape features have a major influence on the cost effectiveness of transit service and will help Tigard get more out of its available transit investments. For this reason, potential local strategies to improve transit service include planning for land uses that are transit supportive, in addition to providing appropriate facilities and connections to transit.

TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) refers to a wide range of strategies that improve operations of an existing roadway system, but without roadway widening. TSM measures can be focused on improving transportation "supply" through enhancing capacity and efficiency, typically with advanced technologies to improve traffic operations. Or they may be focused on reducing transportation demand through promoting travel options and ongoing programs intended to reduce demand for drive alone trips, especially during peak travel periods. Several TSM strategies are identified for application in Tigard in existing plans, including the 2035 RTP and the Highway 99W Improvement and Management Plan (Highway 99W Plan). Some of the key strategies identified for consideration in Tigard are summarized below.

Signal Retiming / Optimization

Signal retiming and optimization refers to updating timing plans to better match prevailing traffic conditions and coordinating signals. Timing optimization can be applied to existing systems or may include upgrading signal technology, including signal communication infrastructure or signal controllers or cabinets. Signal retiming can reduce travel times and be especially beneficial to improving travel time reliability. Signal retiming could also be implemented to improve or facilitate pedestrian movements through intersections by increasing minimum green times to accommodate pedestrian crossing movements during each cycle in high pedestrian or desired pedestrian traffic areas, eliminating the need to push pedestrian crossing buttons. Bicycle movements could be facilitated by installing bicycle detection along major bicycle routes. Signal upgrades often come at a higher cost and usually require further coordination between jurisdictions.

Advanced Signal Systems

Advanced signal systems incorporate various strategies in signal operations to improve the efficiency of a transportation network. Strategies may include coordinated signal operations across jurisdictions as well as centralized control of traffic signals. Advanced signal systems can reduce delay, travel time and the number of stops for vehicles, while potentially increasing average vehicle speed. In addition, these systems may help reduce vehicle emissions and have a high impact on improving travel time reliability.

The detection system, controller hardware, and software required at intersections depend on the signal system strategy. In order to implement an advanced signal system, the existing hardware and software on the roadways would be updated. The traffic signal controllers on Pacific Highway have recently been upgraded with newer models; however many of the remaining signals in Tigard have yet to be upgraded.

Of the 79 signals in the City of Tigard, 47 are owned and maintained by ODOT; the rest are maintained by Washington County. These agencies would take the lead in signal upgrades and implementing advanced signal systems. Any strategies that may be implemented would require coordination among the City of Tigard and the jurisdictions that own and operate the signals.

Advanced signal systems may be applied to several innovative control strategies. The costs of these systems vary as a function of the types of controllers, programming needs and detection needs. Implementing any of these systems in Tigard would require coordination with ODOT and/or Washington County. Alternative signal systems include:

- **Adaptive or active signal control** systems improve the efficiency of signal operations by actively changing the allotment of green time for vehicle movements and reducing the average delay for vehicles. Adaptive or active signal control systems require several vehicle detectors at intersections in order to detect traffic flows adequately, in addition to hardware and software upgrades.
- **Traffic responsive control** uses data collected from traffic detectors to change signal timing plans for intersections. The data collected from the detectors is used by the system to automatically select a timing plan best suited to current traffic conditions. This system is able to determine times when peak-hour timing plans begin or end; potentially reducing vehicle delays.
- **Transit signal priority** systems use sensors to detect approaching transit vehicles and alter signal timings to improve transit performance. This improves travel times for transit, reliability of transit travel time, and overall attractiveness of transit. The City of Portland has the only system of bus priority in the region, which is applied on most of the major arterial corridors throughout the city.

Real-Time Traveler Information

Traveler information consists of collecting and disseminating real-time transportation system information to the traveling public. This includes information on traffic and road conditions, general public transportation and parking information, interruptions due to roadway incidents,

roadway maintenance and construction, and weather conditions. Traveler information is collected from roadway sensors, traffic cameras, vehicle probes, and recently media access control (MAC) devices such as cell phones or laptops. Data from these sources are sent to a central system and subsequently disseminated to the public so that drivers track conditions specific to their route and can provide historical and real-time traffic conditions for travelers.

When roadway travelers are supplied with information on their trips, they may be able to avoid heavy congestion by altering a travel path, delaying the start of a trip, or changing which mode they choose to use. This can reduce overall delay and fuel emissions. Traveler information projects can be prioritized over increasing capacity on roadway, often with high project visibility among the public.

Real-Time Transit Information

Transit agencies or third-party sources can disseminate both schedule and system performance information to travelers through a variety of applications, such as in-vehicle, wayside, or in-terminal dynamic message signs, as well as the Internet or wireless devices. Coordination with regional or multimodal traveler information efforts can increase the availability of this transit schedule and system performance information. TriMet has implemented this through its Transit Tracker system.

These systems enhance passenger convenience and may increase the attractiveness of transit to the public by encouraging travelers to consider transit as opposed to driving alone. They do require cooperation and integration between agencies for disseminating the information.

Access Management

Access management describes a practice of managing the number, placement, and movements of intersections which provide access to adjacent land uses. These access points are considered in context with the traffic flow, safety, capacity, and speed on the surrounding road system. Within developed areas, access management strategies may include shared or consolidated access points, restrictions on access point movements (medians, channelized movements), or closing access points. Access management provides several potential benefits, such as reducing crashes and crash rates and increasing capacity on the main roadway by maintaining vehicle flows and speeds.

In addition, well deployed access management strategies can greatly improve travel conditions for pedestrian and bicycles. Eliminating the number of access points on roadways reduces the number of potential interruptions and conflict points between pedestrians, bicyclists, and cars.

Access management is typically adopted as a policy in development guidelines. It can be extremely difficult to implement an access management program once properties have been developed along a corridor. Cooperation among and involvement of relevant government agencies, business owners, land developers and the public is necessary to establish an access management plan that benefits all roadway users and businesses.

Neighborhood Traffic Management

Neighborhood Traffic Management (NTM) is a term that has been used to describe traffic control devices typically used in residential neighborhoods to slow traffic or possibly reduce the volume of traffic. NTM is descriptively called traffic calming due to its ability to improve neighborhood livability. Tigard has done extensive work in the way of testing and implementing NTM measures such as speed humps, chokers, pavement texturing, circles, chicanes and other elements. The following are examples of neighborhood traffic management strategies that have been applied in Tigard:

- speed wagon (reader board that displays vehicle speeds)
- speed humps
- traffic circles
- medians
- landscaping and street trees
- chokers (narrow roadways in short sections)
- narrow streets
- closing streets
- photo radar
- on-street parking
- selective enforcement
- neighborhood watch
- curb extensions

A wide range of traffic control devices are being used throughout the region, including such devices as chokers, medians, traffic circles and speed humps. Also, NTM may be considered in an area-wide manner to avoid shifting impacts between areas and should only be applied where a majority of neighborhood residents agree that it should be done. Research of traffic calming measures demonstrates their effectiveness in reducing vehicle speeds. Table 3-2 summarizes nationwide research of over 120 agencies in North America.

TABLE 3-2 NEIGHBORHOOD TRAFFIC MANAGEMENT PERFORMANCE

Measures	No. of Studies	Speed Reduction (MPH)			Volume Change (ADT)			
		Low	High	Ave.	Low	High	Ave.	Public Satisfaction
Speed Humps	262	1	11.3	7.3	0	2922	328	79%
Speed Trailer	63	1.8	5.5	4.2	0	0	0	90%
Diverters	39	-	-	.4	85	3000	1102	72%
Circles	26	2.2	15	5.7	50	2000	280	72%
Enforcement	16	0	2	2	0	0	0	71%
Traffic Watch	85	.5	8.5	3.3	0	0	0	98%
Chokers	32	2.2	4.6	3.3	45	4100	597	79%
Narrow Streets	4	5	7	4.5	0	0	0	83%

SOURCE: Survey of Neighborhood Traffic Management Performance and Results, ITE District 6 Annual Meeting, by R S. McCourt, July 1997.

Typically, NTM receives a favorable reception by residents adjacent to streets where vehicles travel at speeds above 30 MPH. However, NTM can also be contentious because it may be perceived by one neighborhood as just moving the problem from one neighborhood to another rather than solving it. Traffic calming may also be perceived as impacting emergency travel or raising liability issues. A number of streets in Tigard are identified in the functional classification as neighborhood routes. These streets are typically longer than the average local street and might otherwise attract cut-through traffic. These may be appropriate locations for consideration of NTM applications.

Section 4
Development of the 2035 TSP

Development of the 2035 TSP

The 2035 Tigard Transportation System Plan (2035 TSP) builds on past planning efforts as well as an updated analysis of existing conditions, forecast needs, and a multi-step evaluation of improvement options. The analysis of transportation needs was coupled with a detailed review of relevant state, regional, and local plans and policies. Parallel to these phases was a public involvement process to gain input on key issues and concerns and to inform the community regarding the outcomes of the process. This section summarizes the regulatory context, the foundation of previous planning, the public involvement process, and the key findings of the baseline, forecast, and alternatives analysis.

The section is organized as follows:

i. 2008 Baseline Conditions Analysis

ii. 2035 Forecast Analysis

iii. Alternative Analysis

iv. Changes from the 2002 TSP

BASELINE ANALYSIS

Once the project vision, goals, and objectives were determined as summarized in Section 2, an inventory of the existing transportation system was developed. This inventory documented all major transportation-related facilities and services within the Tigard Urban Planning Area. The data and analysis included an inventory of the roadway network, traffic conditions, safety performance, bicycle and pedestrian facilities, and transit service, among other topics. *The findings of the technical analysis are summarized in Technical Memorandum #3 in the Volume 3 Technical Appendix.* In addition, existing conditions analysis included an inventory of natural resources and identified areas with high proportions of population groups that might warrant specific consideration with regard to transportation needs. These are summarized below.

Environmental Resources Evaluation

The environmental evaluation summarizes current resources within the Tigard Urban Planning Area in order to avoid and limit adverse impacts on them in developing transportation projects. Figure 4-1 displays regionally significant fish and wildlife habitat that were identified as Goal 5 resources by Metro in 2005. Metro staff developed the Goal 5 inventory based on the best existing science and data at the time and input from local agencies, resource agencies, technical review committees, and the public. Metro staff conducted fieldwork to validate and adjust the inventory. The habitat resources in the inventory were then ranked in importance based on their capacity to provide benefits to fish and wildlife. The Goal 5 resources identified in Tigard are primarily associated with the Fanno Creek system, which is a tributary of the Tualatin River that passes through Tigard on its journey to the south. In addition to these resources, floodplain and wetland data were summarized for inclusion in project evaluations.

Socioeconomic Conditions

An evaluation of socioeconomic conditions was conducted as part of the environmental justice analysis for transportation needs. The analysis was conducted in order to meet the needs and avoid undue adverse impacts to certain populations when examining potential transportation improvements. Census data were used to evaluate census blocks within the planning area based on percentages of the population comprised of one or more of the following populations:

- Minority groups – people who did not self-identify as White-Non Hispanic
- Low-income residents – people who earned between 0 and 1.99 times the federal poverty level in 1999
- Seniors – people 65 years of age or older in 2000
- Non-English speakers – people who stated that they did not speak any English at all in 2000
- People with disabilities – people five years or older with any type of disability: sensory, physical, mental, self-care, go-outside-the-home, or employment.

Under the Metro 2035 RTP definition, an area has "'significant'" environmental justice populations if it has more than 2.5 times the regional average for that population. Within the Tigard planning area, no significant minority or disabled populations were identified; however several Block Groups were identified for significant non-English-speaking, senior, and low-income populations. These areas are depicted in Figure 4-2.

The existence of significant environmental justice populations was considered in the evaluation of potential transportation projects both for the capacity to meet needs as well as for potential negative impacts of new facilities. It is notable that there is a gap in transit service on Hall Boulevard between Pacific Highway 99W and Locust Street in the vicinity of considerable low income residents. Transit dependent residents of these neighborhoods must walk along Hall Boulevard to get to the nearest bus stops. While the City is not a provider of transit service, pedestrian and bus stop amenities in this vicinity should be considered priorities in order to improve transit access for these neighborhoods. *Details of this and other aspects of the 2008 Base Conditions Analysis are provided in Technical Memorandum #3 in the Volume 3 Technical Appendix.*

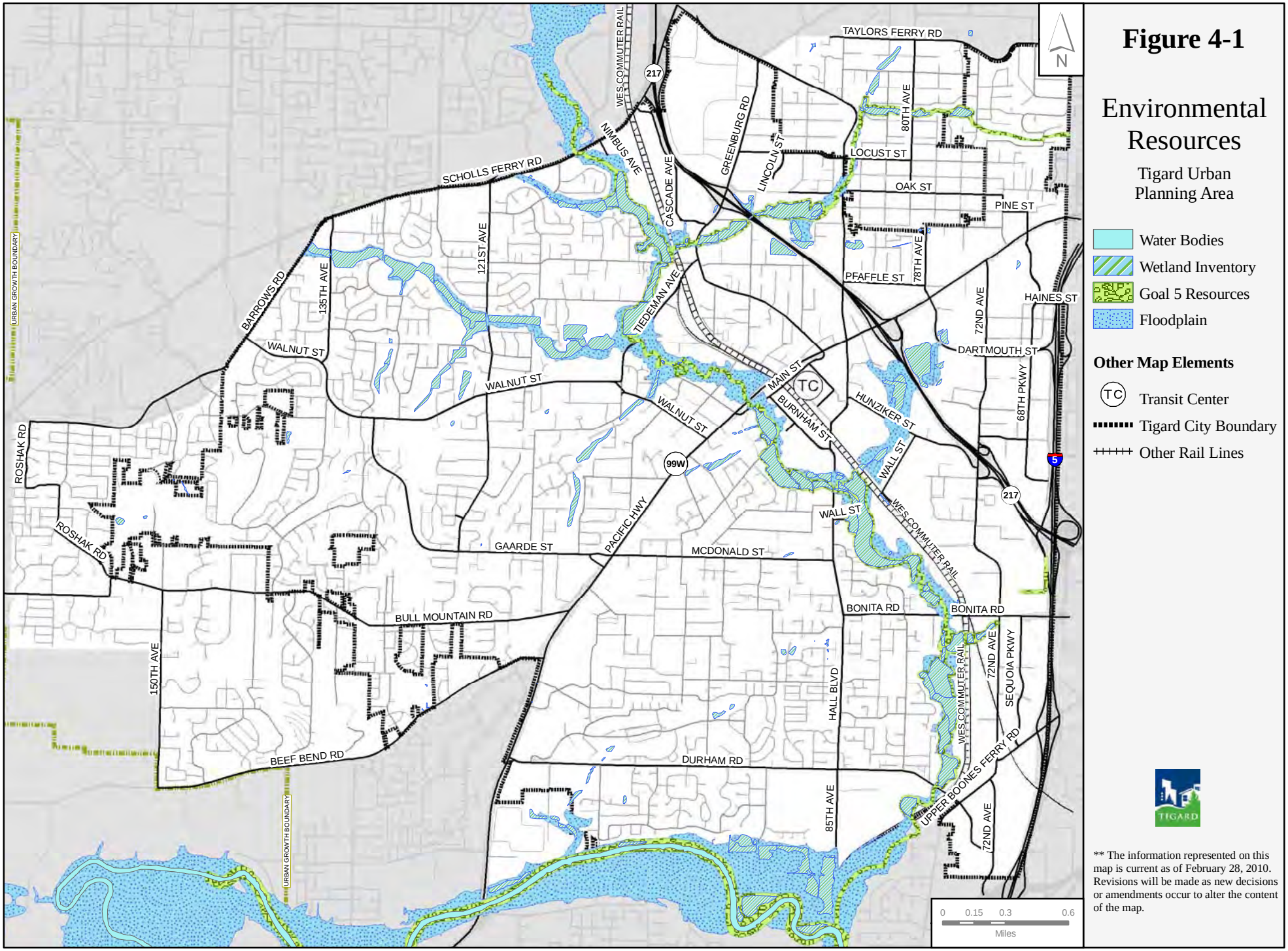


Figure 4-1

Environmental Resources

Tigard Urban Planning Area

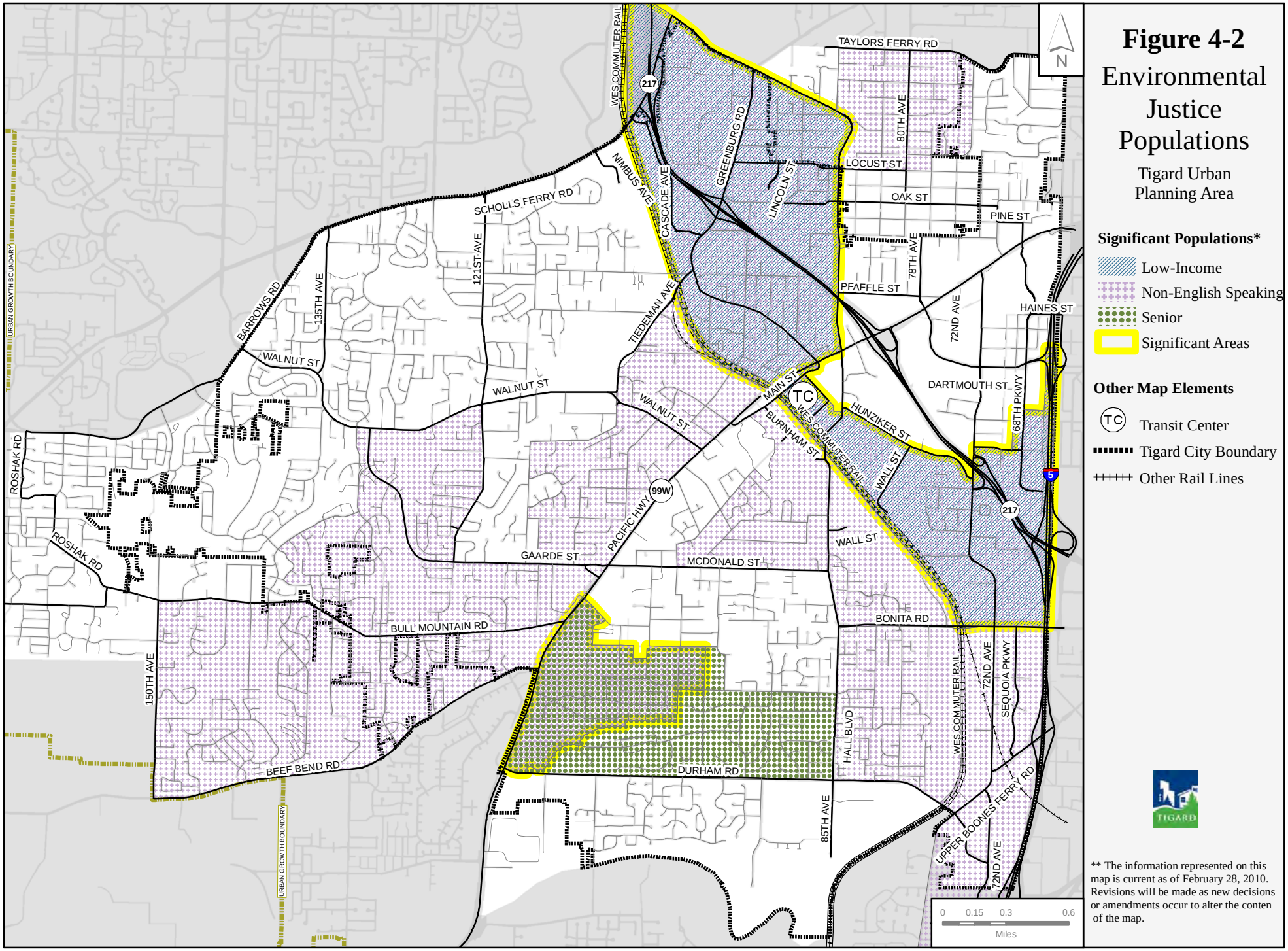
- Water Bodies
- Wetland Inventory
- Goal 5 Resources
- Floodplain

Other Map Elements

- TC Transit Center
- Tigard City Boundary
- Other Rail Lines

** The information represented on this map is current as of February 28, 2010. Revisions will be made as new decisions or amendments occur to alter the content of the map.

Sources: City of Tigard, Metro 2008 RLIS Lite



* Significant environmental justice populations are based on the Metro 2035 Update definition: Census Block Groups with more than 2.5 times the regional average for that population.
Note: Block Groups highlighted in yellow represent areas where two or more significant populations are identified.
Sources: 2000 Census, 2008 RLIS Lite

2035 FORECAST ANALYSIS

Development of long-term (year 2035) transportation system forecasts relied heavily on the Metro Travel Demand Model. The model predicts future travel needs based on forecast housing and population. The model also incorporates planned improvements to the transportation system. Future transportation conditions were evaluated based on the forecast travel demand and planned improvements. *Technical Memorandum #4: Transportation Needs and Deficiencies* included in the Volume 3 Technical Appendix.

Metro currently uses 2005 household (single family units, mixed-use units) and employment (retail jobs and "other") data as its base and has developed year 2035 household and employment forecasts. Year 2035 forecasts include estimates of future households and employment within the Tigard planning area. The population and employment data for both 2005 and 2035 are summarized in Table 4-1.

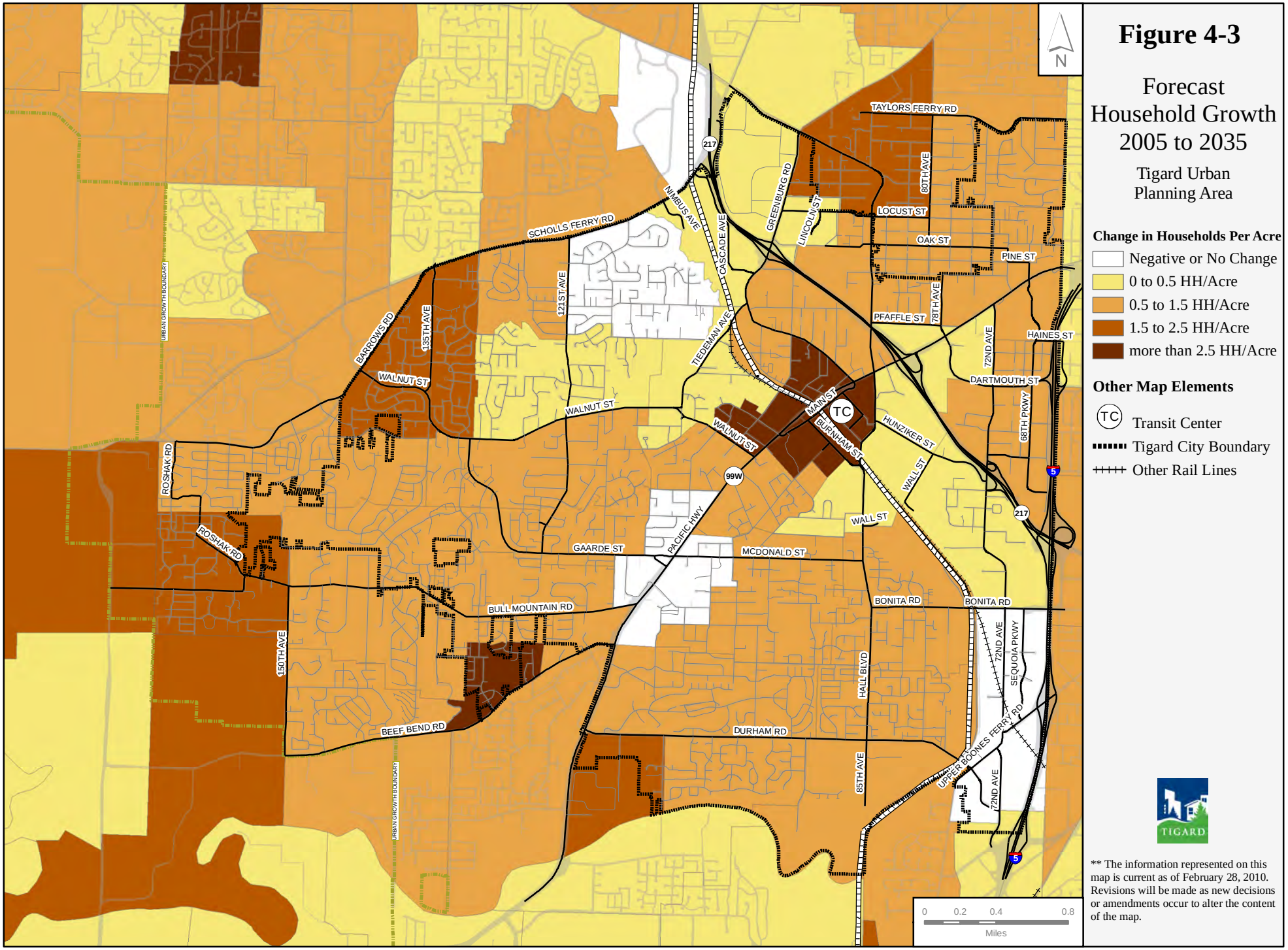
TABLE 4-1 2035 HOUSEHOLD AND EMPLOYMENT PROJECTIONS

2005		2035		Growth, 2005-2035	
Households	Employment	Households	Employment	Households	Employment
26,160	43,734	35,071	68,564	8,911	24,829

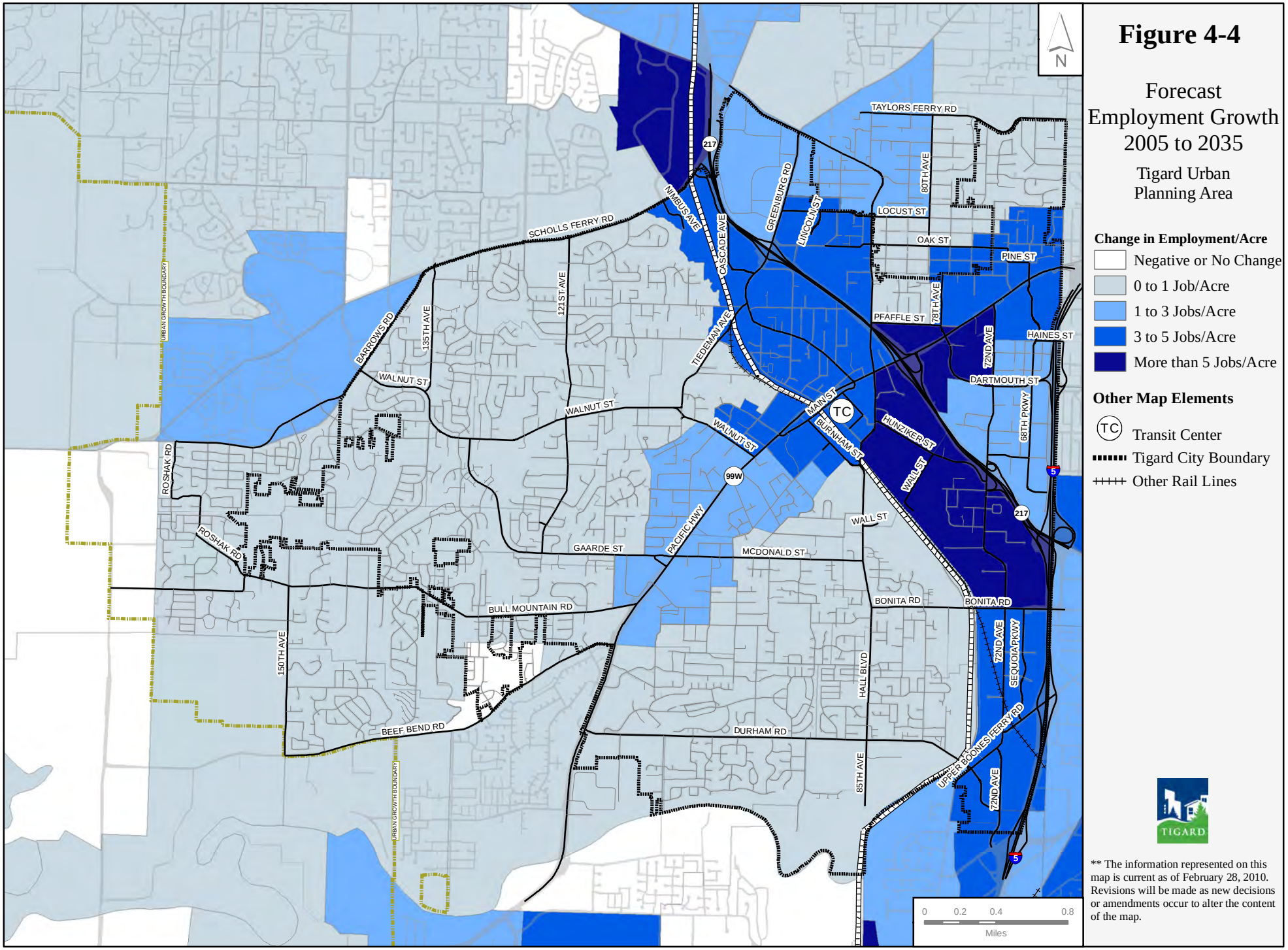
As shown in Table 4-1, Tigard's households are projected to increase by 8,900 between 2005 and 2035 and employment is projected to increase by approximately 24,800 jobs (34 percent and 57 percent increases, respectively). These translate to annualized growth in households of approximately 1.1% per year and annualized growth in employment of 1.9 % per year.

Figure 4-3 shows that the areas anticipated for the most residential growth are on the west side of Tigard and south in the neighborhoods around Durham Road. It should be noted that West Bull Mountain is outside of the planning area but also has significant anticipated growth in housing. Figure 4-4 shows that the areas anticipated for the most employment growth are concentrated along Highway 217 including the areas around Washington Square Regional Center, downtown, the Tigard Triangle, and Pacific Highway.

The residential and employment development patterns reflected in Figures 4-3 and 4-4 will have the effect of exacerbating existing pressure on the roadway system, especially during the weekday peak periods. The critical directions of traffic flow are generally eastbound in the morning and westbound in the evenings, as commuters travel to and from work via the I-5, Highway 217, Pacific Highway and major arterials. Accommodating future residential and employment growth with a more balanced distribution of land uses will help to alleviate strain on the transportation system and promote a more efficient use of the roadways.



Note: Forecast household growth for the downtown reflects planning aspirations, but wasn't included in the Metro model (shown as negative or no change in the model).



Note: Forecast employment growth for the downtown reflects planning aspirations, but wasn't included in the Metro model (shown as 1 to 3 Jobs/Acre in the model).

Growth Assumptions for Downtown – Modeling Implications

The City of Tigard plans for increased residential and commercial density in Downtown Tigard, as reflected in Figures 4-3 and 4-4. These planned changes in downtown, along with the City's land use strategy to increase mixed-use development, are intended to mitigate the strain on the east-west roadways by shortening home-to-work trips, supporting transit service, and making walk/bike trips more viable for work, shopping, and other activities.

The City's aspirations for growth have not yet been incorporated into the Metro travel demand model. As a result, the 2035 model forecast underestimates the travel demand to and from downtown. While this is a meaningful disparity, it was determined that the potential negative impacts of this disparity are lessened by the following considerations:

- The intent of the higher density, mixed use development is to accommodate a higher proportion of travel demand by non-automobile travel modes;
- The most critical need for a higher density downtown will be the provision of multiple access points and an efficient overall circulation pattern; and,
- The current planning process for downtown includes a grid of two-lane streets to create and preserve a safe, efficient and pedestrian-friendly circulation system. Larger street cross sections would conflict with these objectives, even if travel demand modeling indicated a desire for more automobile capacity.
- The arterial streets providing access to Downtown (Pacific Highway, Hall Boulevard, Greenburg Road) are already planned for their maximum roadway width of five lanes. The City does not intend to increase the roadway footprints. If the downtown growth requires specific capacity improvements at critical intersections, those could be developed and are not dependent on inclusion in the TSP.

Given these considerations, emphasis was placed on ensuring efficient access and connectivity for downtown, as well as planning for improved pedestrian, bicycle, and transit access.

ALTERNATIVES ANALYSIS

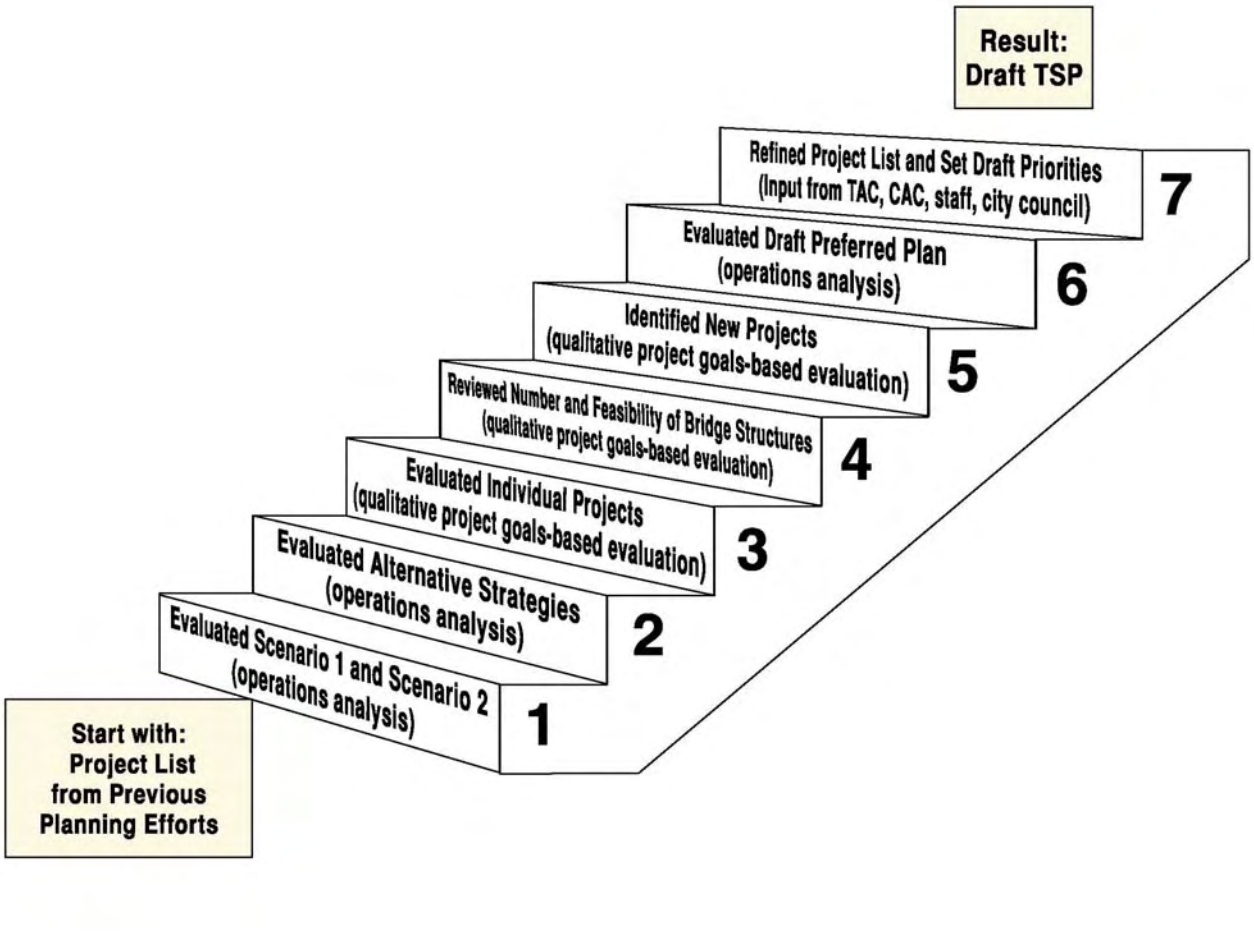
Substantial effort was devoted to developing and evaluating alternatives to address existing and future transportation needs within the Tigard Urban Planning Area. While there is a recognized need for expanded roadway capacity in some areas, emphasis was placed on measures that provide a balanced multi-modal transportation system and investments that enhance the efficiency of the existing systems.

This section provides an overview of the alternatives analysis, project evaluations, and project prioritization that occurred in developing the preferred plan. The process, illustrated in Exhibit 7, is described below:

Step 1 – Review of Planned Projects

Projects from previous planning documents were reviewed and analyzed. Two scenarios were developed to distinguish between planned projects with the higher likelihood of receiving funding. The evaluation identified which planned projects are expected to be most effective as well as areas of continued congestion and capacity problems in spite of planned projects. *Technical Memorandum #4 in the Volume 3 Technical Appendix;*

Exhibit 1 Alternatives Analysis and Project Evaluation Sieves



Step 2 – Application of TSM Strategies

Transportation System Management (TSM) strategies were applied to the forecast roadway operations. This scenario was evaluated to determine if the magnitude of the impact of these strategies could reduce the needs for new roadway infrastructure investments. The TSM strategies that were modeled included 1) signal system improvements on major corridors, as planned in the 2035 RTP and 2) access management strategies on Pacific Highway, as identified in the Highway 99W Plan.

Step 3 – Evaluation of Individual Projects

Individual projects were evaluated both quantitatively and qualitatively. Major roadway capacity increases were modeled to determine the level of travel demand that would be accommodated or otherwise impacted by the project. In addition, a series of evaluation criteria were developed from the goals identified in Section 2. The seven criteria for screening and prioritizing project alternatives were: multi-modal mobility, system capacity, consistency with local/regional plans, safety, cost-effectiveness, environmental resources, and environmental justice.

The evaluation criteria were applied to new projects, projects being considered for removal from the TSP and projects that were otherwise considered critical or notable. The rating method used to evaluate each project is illustrated in Table 4-2.

TABLE 4-2 QUALITATIVE RATING SYSTEM

Goal	Rating	Meaning
Multi-Modal Mobility	●	Significantly improves transportation options, or connectivity within a mode
	◉	Moderately improves transportation options, or connectivity within a mode
	○	Does not change transportation options or connectivity
System Capacity	●	Project improves system capacity
	◉	Project does not significantly change system capacity
	○	Project decreases system capacity
Consistency with other jurisdiction Local, Regional Plans	●	Included as part of other local jurisdiction, regional, and/or state plans
	◉	Not mentioned but consistent with the intent of other plans
	○	Inconsistent with local jurisdiction, regional, and/or state plans
Safety	●	Provides a safety enhancement in an area with noted safety deficiency or an area with significant pedestrian and/or bicycle traffic.
	◉	Provides a safety enhancement to one or more modes of travel.
	○	Provides no improvement or negative impacts to overall system safety.
Cost - Effectiveness	●	Provides significant increases in mobility compared to the relative cost.
	◉	Provides reasonable increase in mobility compared to the cost.
	○	Provides little increase in mobility compared to the cost.
Environmental Resources	●	Enhances parks, wetlands, or other environmentally sensitive areas
	◉	Does not impact environmentally sensitive areas
	○	Impacts environmentally sensitive areas
Environmental Justice	●	Enhances transportation options for designated population neighborhoods
	◉	No obvious impact to designated population neighborhoods
	○	Negatively impacts designated population neighborhoods

A notable finding from this step was that there were projects from previous planning efforts that no longer meet the community goals. As such, the following projects were removed from the TSP:

- Nimbus Avenue Extension due to environmental impacts to Fanno Creek and related cost effectiveness;
- Wall Street Extension due to cost effectiveness and potential environmental justice impacts; and,
- New interchange on Highway 217 at the extension of SW 68th Avenue due to inconsistency with the RTP and ODOT plans.

Step 4 – Review of Bridge Projects

Due to their high costs, the projects requiring bridge structures to cross highways and railroad tracks were considered to determine if all were necessary, identify which projects were most desired within the planning horizon as well as those that should be include for the purpose of long-term right-of-way protection. This review identified existing plans for a total of seven grade-separated crossings.

The individual project evaluations in Step 3 were supplemented with the overall review of the number of costly grade-separated crossing proposed. On that basis, the following crossings have been removed from the TSP or modified:

- Northern Washington Square Regional Center Crossing (Hwy 217 crossing) was modified to a pedestrian and bicycle connection only
- Wall Street Extension (railroad crossing) was removed due to cost effectiveness and potential environmental justice impacts as described as part of Step 3
- Dartmouth Street – Hunziker Connection (over Hwy 217) was removed due to cost and redundancy with the Hunziker Street – Hampton Street Connection
- Durham Road Extension under I-5 was not included due to limited system benefits and cost effectiveness.

The following crossings were recommended to remain in the 2035 TSP:

- Northern Washington Square Regional Center Crossing (as pedestrian/bike connection only)
- Southern Washington Square Regional Center Crossing
- Hunziker Street – Hampton Connection over Highway 217.

Step 5

Step 5 of the alternatives analysis included evaluation of potential new roadway projects that would benefit overall multi-modal system operations. Two of the notable new projects in the 2035 TSP include the North Dakota-Pfaffle Neighborhood Route and North Dakota Realignment. These projects are envisioned to occur in tandem with or subsequent to realignment of Tiedeman to the west away from the North Dakota/Greenburg Road intersection.

The North Dakota-Pfaffle Neighborhood Route and North Dakota Realignment would provide a much needed east-west connection between Pfaffle and North Dakota Street over Highway 217 and would provide an alternative to Pacific Highway and Walnut Street for travel between east and west Tigard. Traffic calming measures could be implemented to keep travel speeds consistent with a Neighborhood Route; however, measures to reduce traffic volumes on this route would reduce the benefit of the crossing which will cost several million dollars.

An additional roadway project is a future north-south connection between Dartmouth Street and Beveland Road. This potential connection would provide an alternative route for traffic on SW 72nd Avenue within the Tigard Triangle and may create opportunities for development on either side of the new roadway.

Step 6

A final model run was conducted to include the results of Steps 1 through 5 including currently funded projects, TSM strategies, and recommendations for new projects and projects to be removed from the TSP.

Step 7

Step 7 of the alternatives analysis included identifying the finalized package of improvements for the 2035 TSP and setting draft project priorities based on the project goals and objectives, individual project evaluations, input from the TAC, CAC, city staff and city council.

Summaries of each of the project evaluations and the results of the Step 6 model run are included in Technical Memorandum #5 in the Volume 3 Technical Appendix.

CHANGES FROM 2002 TSP

The following summarizes new projects added to the 2035 TSP that were not included in the 2002 TSP as well as summarizes projects that were in the 2002 TSP but have been modified in or removed from the 2035 TSP.

New Projects

In addition to new pedestrian and bicycle projects, several new transit supportive projects have been added to the 2035 TSP including the following:

- Transit Projects
    - On-going planning activities with TriMet and Metro to bring High Capacity Transit parallel to the Pacific Highway-99W/Barbur Boulevard corridor.
    - Support for existing high activity bus stops by providing benches, shelters, and real-time information.
    - A bicycle hub with additional bike racks and covered bike lockers at the Tigard Transit Center.

- Local connector transit service in the Tigard Triangle and in connection with the High Capacity Transit planning. This service could connect the Tigard Triangle to Downtown, and/or the Washington Square Mall and potentially residential areas and should be coordinated with other transit service.

- Roadway and Intersection Projects
  - Pfaffle-North Dakota east-west connection with Hwy 217 over-crossing to provide a neighborhood route, connecting from 99W at 78th to Scholls Ferry Road, via N. Dakota. Includes realignment of North Dakota at Greenburg Road to provide a continuous east-west connection. Requires purchase of an existing building.
  - Traffic signal or other intersection treatment at Pfaffle Street/Hall Boulevard.
  - New north-south connection in the Tigard Triangle, connecting Dartmouth with Beveland Road or Hermosa Way in order to improve local circulation within the Triangle.

Updated Projects

Projects in the 2002 TSP were reevaluated to determine if changes or other updates were warranted. The following summarizes the significant updates incorporated into the 2035 TSP:

- Hall Boulevard Widening, Oleson Road to Pacific Highway (Project #45a): The 2002 TSP includes a project to widen Hall Boulevard to 5 lanes in this section. The 2035 TSP includes this project as a 3-lane cross-section while filling in gaps in the sidewalk and adding bikeways.
- Highway 217 Nimbus-Locust Overcrossing (Project #22): The 2002 TSP identified this new roadway to have a 5-lane cross-section. Due to improved multimodal facilities and travel pattern changes in the area, the 2035 TSP includes this project with a 3-lane cross-section.
- Northern Washington Square Regional Center Highway 217 Crossing (Project #MUP7): The 2002 TSP identified this as a Highway 217 crossing that accommodated pedestrians, bicycles, and vehicles. The 2035 TSP includes this crossing as multi-use path only that does not accommodate vehicles.
- SW 121st Avenue (Project #34) and Walnut Street widening (Project #48): The 2002 TSP included these projects as 3-lane cross-sections, while the 2035 TSP includes them both as 2-lane streets with turn-lanes where necessary, and bicycle and pedestrian improvements.
- Ash Avenue Extension (Projects #18 and #27): This project includes a 3-lane cross-section in the 2002 TSP. Based on the desire to improve access and safety for pedestrians and bicycles downtown, this project is included in the 2035 TSP with a 2-lane cross-section providing turn-lanes where necessary.

  A corridor analysis is also identified for these projects (#18 and #27) in order to examine design and alignment alternatives and more clearly identify the potential impacsts, but positive and negative, of these projects.

Other Project Notes

Scholls Ferry Road Widening from 121st to Barrows (Project #28) has been identified for ROW preservation. The Washington County TSP shows this segment as three lanes in the future. Based on its "Long-term" designation and definition of long-term projects in the 2035 TSP, widening to seven lanes would not be conditioned upon development; however, ROW would be obtained to preserve this option for the future.

Section 5
Transportation System Plan

Transportation System Plan

This section presents the multi-modal Transportation System Plan for the City of Tigard. The purpose of the Plan is to support the vision and goals presented in Section 2 by logically providing for the systematic care and expansion of the City's multi-modal transportation system. The Tigard 2035 Transportation System Plan presented below provides the policy and regulatory framework to guide the expansion of the system and the prioritized list of actions and improvement projects to meet the future travel needs within the community.

The Transportation System Plan is organized into the following major sub-sections:

- State and regional planning context;
- Policy/regulatory elements for management and design of roadways;
- Future modal system plans for the roadway, pedestrian, bicycle, and transit systems;
- Summary of all planned projects and project priorities;
- Transportation plans for Special Areas including Downtown, the Tigard Triangle, and Washington Square Regional Center; and,
- Modal plans for the rail, air, water, and pipeline systems.

PLAN AREA

The City of Tigard is located within urban Washington County and the three county (Multnomah, Clackamas, and Washington Counties) Metro Service District. Tigard's current boundaries are generally defined by Scholls Ferry Road to the north, I-5 to the East, the Tualatin River to the south, and SW Barrows Road and extend as far as SW 154th Avenue to the west.

Figure 5-1 presents a map of the area included in the Tigard 2035 Transportation System Plan which includes the City of Tigard and sections of unincorporated Washington County that are part of the Tigard Urban Planning Area. These unincorporated areas are required to be included in the 2035 TSP by the Transportation Planning Rule. The Highway 217 interchange at Scholls Ferry Road is also shown in the figure even though it is in the City of Beaverton, but is included in this study because its operations effect adjacent intersections within Tigard.

Directly west of the Tigard planning area is the West Bull Mountain Planning Area (Areas 63 and 64) which was brought into the urban growth boundary in 2002. That area is being planned under a separate effort being led by Washington County and is, therefore, excluded from the Tigard Planning Area of this TSP.

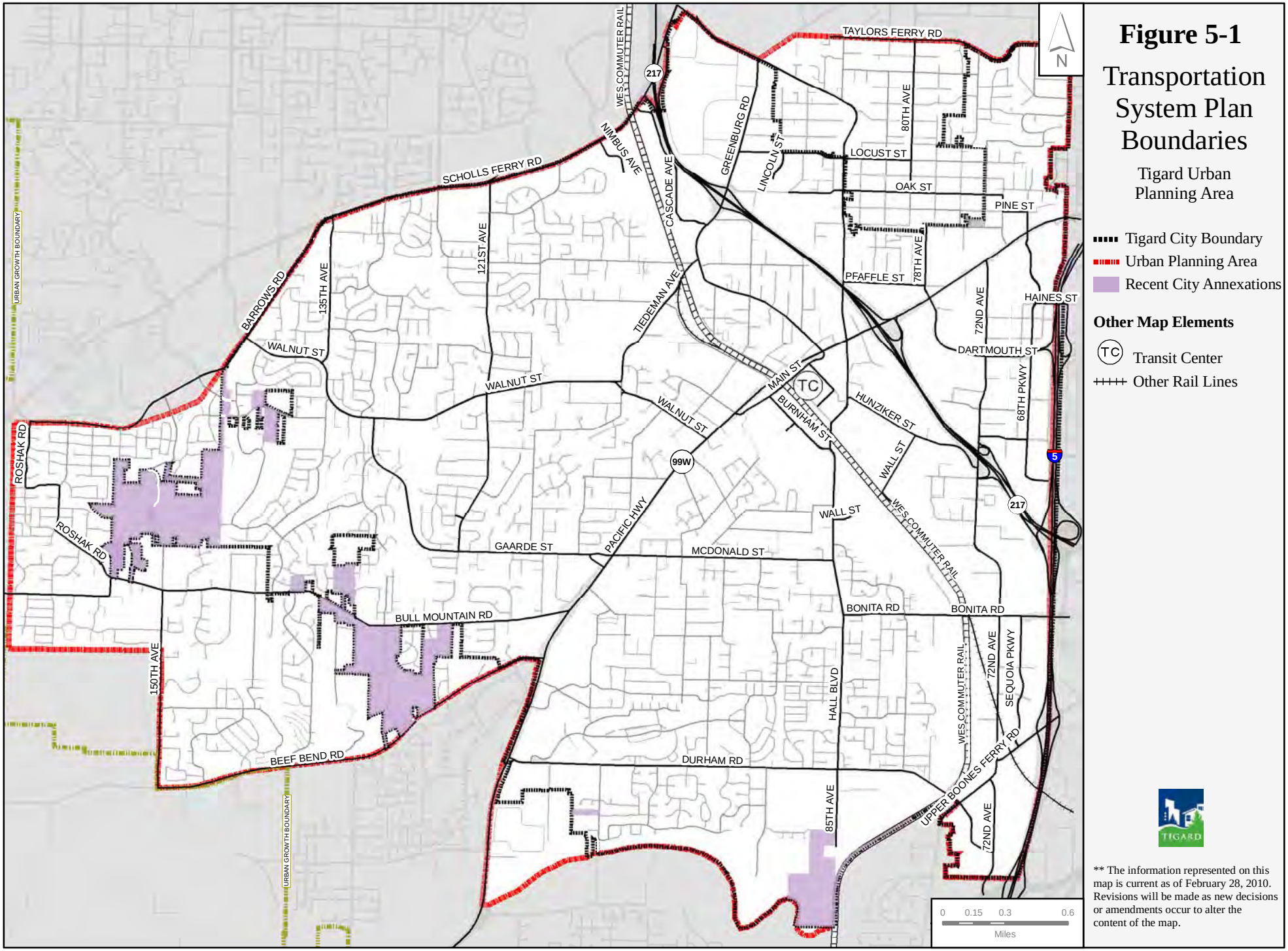


Figure 5-1

Transportation System Plan Boundaries

Tigard Urban Planning Area

- Tigard City Boundary
- Urban Planning Area
- Recent City Annexations

Other Map Elements

- TC Transit Center
- Other Rail Lines

** The information represented on this map is current as of February 28, 2010. Revisions will be made as new decisions or amendments occur to alter the content of the map.

STATE AND REGIONAL PLANNING CONTEXT

While the focus of the 2035 Tigard Transportation System Plan (2035 TSP) is the transportation system within the Tigard Urban Planning Area, the transportation facilities within the 2035 TSP area also have an important role in the state and regional transportation system. In keeping with Goal 5 for the 2035 TSP regarding inter-agency coordination, the 2035 TSP is consistent with the requirements of statewide and regional transportation plans and policies.

Facilities

Three major regional transportation facilities traverse the City of Tigard: Interstate 5, Highway 217, and Pacific Highway-99W. These facilities are state highways under the jurisdiction of the Oregon Department of Transportation (ODOT) and are subject to the operational and design requirements placed by the state. Plans for improvements to the highways and interchanges, as well as changes to adjacent land uses and access points must be developed in a manner consistent with ODOT plans, guidelines, and standards.

Further, each of these facilities delineates a Regional Mobility Corridor in Metro's 2035 Regional Transportation Plan (RTP) (Reference 2). The corridors, while anchored by major roadway facilities, also encompass local streets and multi-modal facilities. Metro's Mobility Corridor Atlas identifies the following four corridors connecting to Tigard:

- Corridor 2 North: includes the area surrounding I-5 and Pacific Highway-99W connecting Tigard to Portland Central City. This corridor area includes I-5 between Portland and Tualatin, and Pacific Highway 99W between Portland and King City.
- Corridor 3 South: includes the area surrounding I-5 and Pacific Highway 99W, connecting Tigard to Tualatin, Wilsonville, and Sherwood.
- Corridor 19: includes the area around Highway 217 connecting Tigard to Beaverton and Hillsboro (via Highway 26) as well as Lake Grove to the east.
- Corridor 20: includes the area surrounding Highway 99W connecting Tigard to Sherwood and Newberg, as well as Tualatin and portions of Wilsonville.

By identifying and managing multi-modal corridors, Metro is shifting transportation planning away from a focus on facilities and toward a focus on providing connections using a system of modal options. *A Metro summary of existing conditions for each of these Regional Mobility Corridors is provided in Appendix C* of *the Volume 2 Technical Appendix*.

Multi-modal refinement plans for each of these corridors are included in the 2035 RTP. Metro has identified Corridor 2 as one of two top priority corridors for refinement plans and is seeking funding to begin this effort.

LAND USE PLANNING & DEVELOPMENT

The types and intensities of land uses are closely correlated with travel demand and mode choice. Land use patterns in the City of Tigard and surrounding areas are suburban in character, with residential areas separated from commercial areas and a relatively low density of development overall. The majority of land in Tigard is zoned for residential uses, with commercial zoning primarily along Pacific Highway and in the Tigard Triangle, and industrial primarily along the WES commuter rail track south of Pacific Highway. This development pattern results in travel demand that is highly directional according to typical weekday peak periods. Specifically, there are relatively sharp peaks in travel demand during weekday commute hours, with predictable peak period traffic flowing away from residential neighborhoods in the morning and returning in the evening.

Land use strategies that support non-automobile travel choices while retaining the suburban residential character throughout most of Tigard are described below.

Potential Further Plan or Study: Support Commercial Nodes in Residential Areas

Commercial nodes in residential areas would provide residents with the opportunity to take non-work trips by bike or walking. These neighborhood commercial (N-C) nodes could include small restaurants, coffee shops, or neighborhood retail. This could be accomplished by allowing neighborhood-commercial as a permitted or conditional use in residential zones, or through designating specific nodes on the City's comprehensive plan map as neighborhood commercial. The N-C designation currently exists within the City.

Potential Further Plan or Study: Support Non-Auto-Dependent Development

Mixed-use developments combine housing, retail, employment, and other land uses together in a single development project. Such developments have been found to reduce automobile trips by supporting higher frequency transit service and promoting pedestrian and bicycle travel. Urban areas with mixed uses and higher densities should be promoted in targeted areas, such as in the Downtown[2], along Pacific Highway, and in the WSRC. Non-auto-dependent development can be encouraged through various policies such as parking management requirements, density requirements or bonuses, and/or pedestrian, bicycle or transit mode design guides to integrate non-auto mode features and incentives directly into development.

Plan Amendments & Mobility Standards

Several land use strategies are identified in Section 3 as measures to help reduce traffic congestion resulting from single occupancy vehicle (SOV) travel. These land use strategies are also important in order to support transit investments, including the Southwest Corridor High Capacity Transit (HCT) service in Tigard. In particular, transit supportive land uses tend to include higher densities

[2] The City's comprehensive plan includes considerably higher residential densities in Downtown, which were not reflected in the Metro model.

and mixed uses, as well as design elements that make walking and bicycling safe, convenient, and comfortable.

Amending Tigard's existing zoning to allow higher density developments may present challenges with respect to meeting ODOT performance standards for adjacent state highways. The Transportation Planning Rule (OAR 660-12-0600) which requires that amendments to adopted plans must not cause an affected roadway to fail to meet performance standards, or if the forecast roadway operations are already failing to meet performance standards, the plan amendment must not further degrade performance.

This is a known issue in downtown, Washington Square Regional Center, along Pacific Highway, and in the Tigard Triangle, and may also arise in other areas near state highways or freeway interchanges. There are numerous measures that can be taken in the land use planning and design process to reduce trip generation from increased development. These include:

- Parking management, including pricing and time limits;
- Reduced parking requirements or parking maximums for new development;
- Improved facilities for pedestrian and bicycle access and circulation;
- Complementary mix of land uses;
- Improved connectivity for motor vehicles as well as for bicycles and pedestrians; and,
- Transportation system management (TSM) measures to improve traffic operations without significant capacity expansions.

The above measures are an effective approach to reducing traffic impacts from increased development. Additional transportation mitigations are primarily focused on improving general transportation conditions for all travel modes. While these measures may be pursued for their own merit, they are also identified as an option for transportation mitigations where increased density results in higher trip generation:

- Access management to improve general traffic operations on arterials and collectors; and,
- Mitigation of known safety and access deficiencies for motor vehicles, transit, pedestrians, and/or bicycles.

The City will continue to work with Metro and ODOT to develop transportation and land use strategies that support Tigard transportation and community development goals, Metro's 2040 growth concept, and ODOT performance standards.

Greenhouse Gas Emissions

In 2007 the Oregon legislature adopted the following statewide targets for greenhouse gas emissions (GHGs) among all sectors, including energy, solid waste, buildings, and transportation:

- 2010: stop increases in GHG emissions
- 2020: ten-percent reduction in GHG emissions (from 1990 levels)
- 2050: fifty-percent reduction in GHG emissions (from 1990 levels)

This was followed by the adoption of House Bill 2001 (Jobs and Transportation Act, or JTA) in 2009, which focuses on reducing GHG emissions from light-duty vehicles. The technology and methodology to measure GHG emissions for specific transportation plans and projects is still under development. These next steps have been adopted by the legislature and by Metro as a priority for further transportation planning activities.

Successful GHG reductions can result from reducing vehicle miles traveled (VMT) per capita; increased transit, bike, and pedestrian travel; and shorter trips due to compact, mixed-use development. The City of Tigard incorporates these concepts and objectives in the 2035 TSP and actively seeks opportunities for their fulfillment in the Downtown, WSRC, Pacific Highway corridor, and Tigard Triangle.

POLICY/REGULATORY ELEMENTS

The following section includes the policy and regulatory elements of the transportation system that guide development review and project development in Tigard.

Functional Classifications

The functional classification of a roadway defines the primary role in terms of providing mobility and access. An individual street's classification directs the design and management of the roadway, including right of way needs, the number of travel lanes and other cross-section elements, and access management standards. Figure 5-2 shows the functional classification for each roadway in Tigard. The City of Tigard functional classification policies include the following designations:

- Freeway
- Principal Arterial
- Arterial
- Collector
- Neighborhood Routes
- Local Streets

Freeway

Freeways are state facilities that provide the highest level of regional mobility and connectivity. These roadways usually extend across several jurisdictions and are often characterized by limited access points and high travel speeds. In Tigard, I-5 and Highway 217 are access controlled freeways.

Principal Arterials

In Tigard, principal arterial streets are major state facilities that provide a high level of regional mobility and connectivity, provide access to freeways via interchanges, but also serve local trips to and from major commercial, residential, industrial, and institutional areas. Principal Arterial streets

maintain mobility as a priority. Access control is very important on Principal Arterials although full freeway access control is not feasible due to the need to provide access to the arterial and collector street system. In Tigard, Pacific Highway is a principal arterial street.

Arterial Streets

Arterial streets serve to connect and support the freeway and principal arterial system. These streets link major commercial, residential, industrial, and institutional areas. Arterial streets are typically spaced about one mile apart, and maintain mobility as a priority. Access control is important on arterial routes, but not to the extent of principal arterial systems. Many of these routes connect to cities surrounding Tigard and commonly provide access to freeways via interchanges.

Collector Streets

Collector streets provide both access and mobility within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of an intra-city circulation function, do not require as extensive control of access (compared to arterials), and provide access to residential neighborhoods. These roadways distribute trips to and from the neighborhood and local street system.

Neighborhood Routes

Neighborhood routes are usually longer than local streets and provide connectivity to collectors or arterials. Neighborhood routes have greater connectivity and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide/large area circulation. Traffic from cul-de-sacs and other local streets may connect to neighborhood routes for access to higher order streets.

Local Streets

Local Streets have the primary function of providing access to immediate adjacent land. These streets typically have several driveways and are not intended for long-distance trips. Through traffic on local streets is discouraged by design.

Truck Routes

Freight trucks need to travel to and from the freeway system to their destinations. The state and local agencies designate truck routes to help channelize freight traffic to the most desirable routes for trucks and to ensure that the system is designed to accommodate necessary freight movement. I-5, Highway 217, and Highway 99W are designated statewide freight routes, while Hall Boulevard, Beef Bend Road, Scholls Ferry Road, Upper Boones Ferry Road and sections of Durham Road and 72nd Avenue are City of Tigard designated freight routes. Figure 5-3 shows the designated Freight Routes in Tigard.

Figure 5-2

Roadway Functional Classification

Tigard Urban Planning Area

- Freeway
- Principal Arterial
- Arterial
- Collector
- Neighborhood
- Local
- Special Transportation Area (STA)
- Future Roadways

Other Map Elements

- TC Transit Center
- Tigard City Boundary
- Other Rail Lines

N

0 0.125 0.25 0.5
Miles

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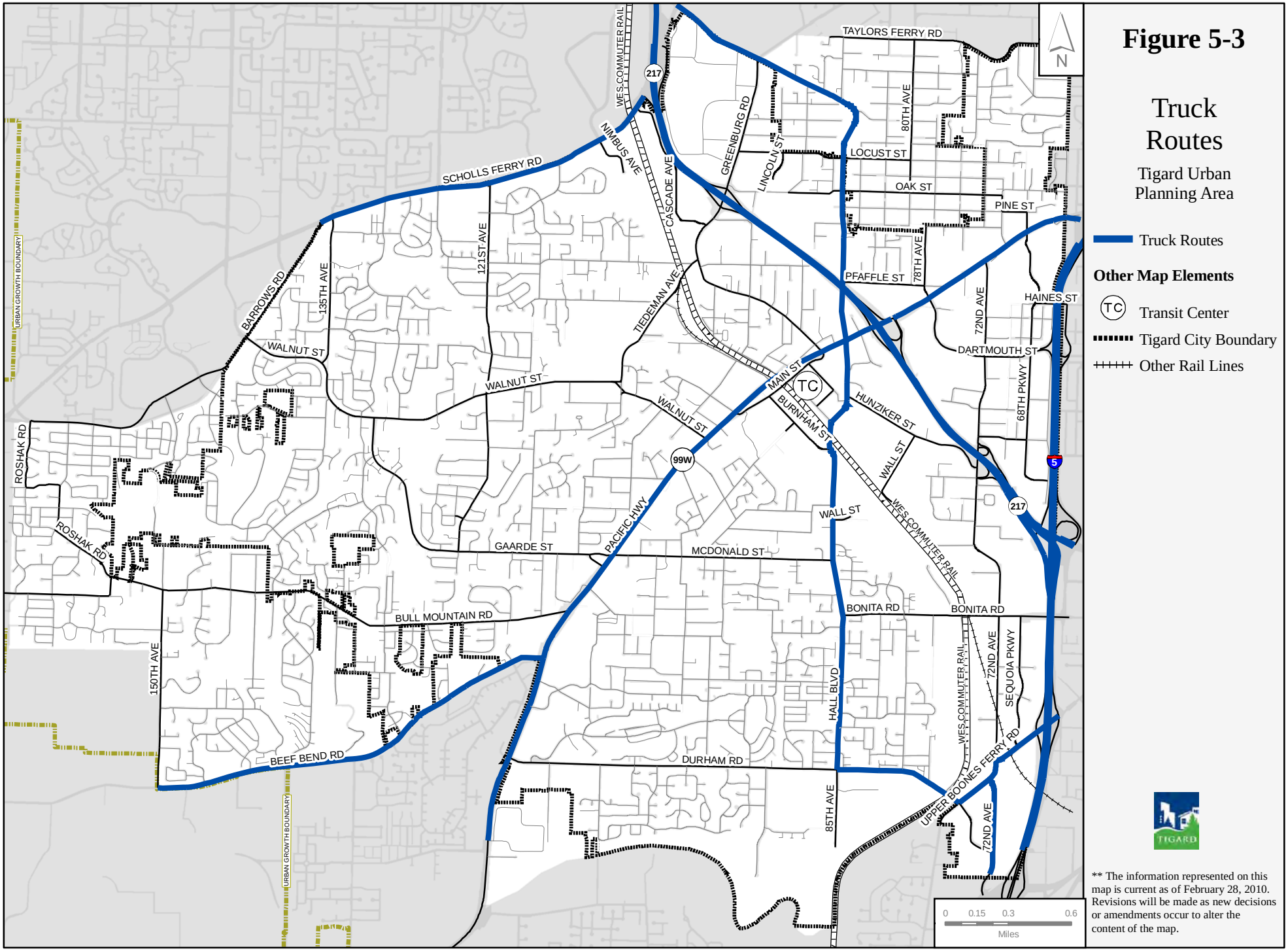
Figure 5-3
Truck Routes
Tigard Urban Planning Area
Truck Routes
Other Map Elements
Transit Center
Tigard City Boundary
Other Rail Lines
** The information represented on this map is current as of February 28, 2010. Revisions will be made as new decisions or amendments occur to alter the content of the map.
N
TAYLORS FERRY RD
SCHOLLS FERRY RD
NIMBUS AVE
WES COMMUTER RAIL
CASCADE AVE
GREENBURG RD
LINCOLN ST
80TH AVE
LOCUST ST
OAK ST
PINE ST
PFAFFLE ST
78TH AVE
72ND AVE
HAINES ST
DARTMOUTH ST
68TH PKWY
BARROWS RD
135TH AVE
121ST AVE
WALNUT ST
TIEDEMAN AVE
MAIN ST
TC
BURNHAM ST
HUNZIKER ST
WALL ST
ROSHAK RD
99W
PACIFIC HWY
GAARDE ST
MCDONALD ST
BONITA RD
BULL MOUNTAIN RD
150TH AVE
HALL BLVD
SEQUOIA PKWY
BEEF BEND RD
DURHAM RD
85TH AVE
UPPER BOONES FERRY RD
URBAN GROWTH BOUNDARY
0 0.15 0.3 0.6
Miles
TIGARD

This system provides connections with truck routes serving areas within and outside of Tigard making efficient truck movement and the delivery of raw materials, goods, services and finished products possible. These routes are generally found in and serve areas where there are concentrations of commercial and/or industrial land uses. The highest non-freeway truck volumes in Tigard are on Pacific Highway-99W. In addition, Scholls Ferry Road, Hall Boulevard, and 72nd Avenue also carry relatively high truck volumes.

Street Design Standards (Cross Sections)

Roadways in Tigard are the primary means of mobility for residents, serving the majority of trips over multiple modes. Pedestrians, bicyclists, public transit, and motorists all use public roads for the vast majority of trips. Therefore, it is increasingly important to plan, design, and build new roadways in a manner that improves multi-modal access and mobility.

The City of Tigard street design standards ensure that all new streets are constructed as "complete streets" and include facilities for pedestrians and bicycles and also provide drainage and landscaping where appropriate. Because they are reviewed and updated periodically, the City of Tigard's street design standards are located in the city's Community Development Code section 18.800 Street and Utility Improvement Standards.

Pedestrian and Bicycle Facilities

The typical roadway cross sections include the following elements: right-of-way, number of travel lanes, parking, bicycle and pedestrian facilities, and other features such as landscape strips. The standards represent the preferred cross-sections for each roadway designation and should be the minimum for new roadways and reconstructed roadways with adequate space available. All roadway improvements should include provision of sidewalks and bicycle facilities per the street design standards.

Landscape Requirements

Street design standards in the Community Development Code (Section 18.810) include landscaping requirements intended to mitigate the environmental and visual impacts that transportation infrastructure has on the surrounding community. All new and improved roadways are required to include street trees and landscaping consistent with guidelines in the development code and should consider incorporating public art, bioswales and other aesthetic/environmental treatments that improve livability and protect the environment.

Potential Further Plan or Study

Review and update, as warranted, street design standards for efficient multi-modal access and circulation. Specific design standards already identified for the Tigard Triangle, Washington Square Regional Center, Pacific Highway and Downtown should be included that have been adopted as part of area plans. These should be consulted when working within these areas.

Intersection Performance Standards

Traffic conditions at intersections are typically measured in terms of their ability to accommodate traffic demand (volume-to-capacity, or v/c ratios) and the average delay experienced by drivers (level of service, or LOS). Performance standards for intersections are established by the agency with ownership over the roadway.

Intersections on state facilities (Pacific Highway, Hall Boulevard, segments of Scholls Ferry Road, and freeway ramp intersections) are identified in the Oregon Highway Plan (OHP). Washington County should be consulted for standards for County roadways. The City of Tigard street improvement standards are provided in 18.810 of the development code.

Alternative Mobility Standards

The City of Tigard shares the state and regional goals of providing a balanced transportation system that reduces reliance on automobiles. Among the highly effective strategies to achieve this goal are land use strategies that promote compact urban form that encourage walking, cycling, and transit use. At the same time, intersection performance standards are linked to trip generation and limit the development potential of an area. In this way, the intersection performance targets can effectively preclude the land use strategies needed to support the multi-modal transportation goals.

At this writing, Metro and ODOT are working with local jurisdictions to develop strategies that meet the land use vision within the requirements of the state Transportation Planning Rule (TPR). The City of Tigard is participating in these discussions which are aimed at identifying alternative mobility standards that will protect the function of the state highways as well as other state and regional transportation goals. The City further recognizes that the quality of a transportation system can be measured in many ways, including reliability, safety, and multi-modal mobility.

Potential Further Plans or Studies

Alternative mobility standards are one anticipated outcome of the regional mobility corridor refinement plans identified in the RTP.

Safety

Transportation has no higher objective than safety. Historic crash data from roadways within Tigard reveal that the highest crash locations are consistently on state or county roads, including Pacific Highway, Scholls Ferry Road, and the Highway 217 and I-5 ramp intersections. Such data were used as a key criterion in the evaluation of potential improvement projects for the 2035 TSP.

In addition to including safety issues as a primary factor in identifying and prioritizing transportation investments, safety considerations are incorporated in the City's design standards for transportation facilities. These include design standards for intersections, traffic control devices, and street cross section elements.

ODOT and Washington County have adopted programs to identify safety deficiencies based on crash frequencies and types. The City will continue to consult Washington County and ODOT rankings for crash locations.

Potential Future Plan or Study

Review high crash locations along with State and County safety tracking and ranking programs. Determine whether a city Traffic Safety Mitigation System is warranted as a supplement to the County and State systems.

Access Management Standards

Access management refers to a set of measures regulating access to streets, roads, and highways, from public roads and private driveways. Such measures may include minimum distances between highway approaches, as well as turning movement or other restrictions. Access management is an effective means to maximize efficient traffic flow and minimize conflict points due to vehicle turning movements.

Access management standards vary depending on the functional classification and purpose of a given roadway. Roadways on the higher end of the functional classification system (i.e., arterials and collectors) tend to have higher spacing standards, while facilities such as neighborhood routes and local streets allow more closely spaced access points.

Chapter 18.705 of the Tigard Development Code identifies access requirements and restrictions on City of Tigard facilities. Access spacing standards for ODOT facilities should be obtained from the Oregon Highway Plan (Reference 3). Access spacing standards for Washington County facilities are identified in the county's development code under Roadway Access (501-8.5).

Connectivity

Street connectivity standards are provided in the Tigard Development Code (18.810.H). The street connectivity standards are consistent with the Regional Transportation Functional Plan which requires full street connections with spacing of no more than 530 feet, with a maximum 200-foot length for cul-de-sacs. Section 18.810.040 further specifies maximum perimeter for blocks of 2,000 feet and requires that that bicycle and pedestrian connections be provided at no more than 330-foot spacing. Exceptions to these requirements can be made for several reasons, including environmental or topographical constraints or the built environment.

The roadway capacity limitations in Tigard are perhaps most pronounced for travel demand from northeast to southwest, especially along Pacific Highway. Opportunities to provide new connections are severely constrained by Highway 217, I-5, the WES commuter/freight rail line, and natural features such as Fanno Creek and Bull Mountain. With only a limited number of east-west through routes, there is considerable demand placed on a few roadways. Adding capacity to Pacific Highway is not desired because of the significant impacts to the community in terms of added through traffic, impacts to adjacent properties, and the greater physical barrier through the City. As

such, a higher priority is placed on providing new connections that can work in concert with the principal and major arterial system.

In addition to the citywide connectivity issues, many neighborhood streets systems in Tigard are characterized by cul-de-sacs and stub streets. Cul-de-sacs and stub streets are often desired by residents because they can limit traffic speeds and volumes on local streets. However, they also result in indirect travel paths, longer trips (i.e. increased vehicle miles traveled), limitations to pedestrian and bicycle mobility, and a reliance on arterials for local trips.

The most efficient transportation network is the traditional grid system, which provides multiple route alternatives between origin/destination pairs. The connectivity barriers posed by I-5, Highway 217, the rail line, Fanno Creek, and Bull Mountain, combine with the built environment to make development of such an efficient network impracticable. However, incremental improvements can be achieved and should be sought. At the same time, opportunities to provide alternative routes to accommodate local travel on local or collector streets should be done carefully and thoughtfully so as not to have unforeseen negative impacts such as cut-through travel on undesired routes.

Connectivity improvements for pedestrian/bicycle networks are also effective enhancements to the transportation system. Bicycle and pedestrian connectivity is important to make these travel modes more convenient and efficient. The recently adopted Tigard Neighborhood Trails Plan identifies 42 off-street trail projects to improve connectivity and reduce out of direction travel. These projects will enhance informal route connections to improve non-motorized route options.

Potential Further Plans or Studies

Conduct a citywide connectivity and circulation study to identify potential circulation improvements for street systems serving Tigard.

Create a comprehensive inventory of street stubs, unimproved right-of-way, and other potential future roadway connections. Establish a priority ranking system based on cost, barriers to improvement, benefits for circulation, and potential other uses.

Review and update/clarify, as warranted, development code requirements for new roadway or pedestrian/bicycle connections as part of land development.

Transportation System Management & Operations

As part of its 2035 RTP, Metro has a regional Transportation Systems Management and Operations (TSMO) Plan that identifies TSMO strategies for facilities within Tigard. The TSMO Plan includes implementation of Active Corridor Management (ACM) on several major corridors within and through the City, which will improve traffic flow by expanding traveler information and upgrading traffic signal equipment and timing. Additional strategies will include signal enhancements that detect and prioritize transit vehicles at signalized intersections.

The access management and TSM strategies planned in Tigard are summarized in Table 5-1. These include strategies identified in the Metro TSMO Plan, RTP Update, the Highway 99W Plan, and the 2002 TSP.

TABLE 5-1 POTENTIAL TSM STRATEGIES FOR TIGARD

Roadway	Strategy	Source
Highway 217	Variable Speed Limits, Variable Message Signs, Shoulder Widening	Highway 217 Interchange Plan
	Transit Priority treatments	Metro Draft TSMO Plan
Pacific Highway	Active Corridor Management, including upgrade of signal controllers, wireless detection, and updated timing plans.	Currently underway by ODOT/City
	Transit priority, with queue bypasses at several locations	Highway 99W Plan
	Access management	Highway 99W Plan
	High capacity transit	Regional High Capacity Transit System Plan
Scholls Ferry Road	Install integrated corridor management equipment.	RTP Financially Constrained Project List
	Arterial corridor management with adaptive signal timing and transit signal priority	Metro Draft TSMO Plan
Hall Boulevard	Arterial corridor management with transit priority	Metro Draft TSMO Plan
	Access management	Tigard 2002 TSP
72nd Avenue	Arterial corridor management	Metro Draft TSMO Plan
Durham Road	Arterial corridor management	Metro Draft TSMO Plan

The complete list of TSMO projects for the Regional Mobility Corridors in Tigard are provided in Appendix D of the Volume 2 Technical Appendix.

Travel Demand Management

Travel Demand Management, or Transportation Demand Management (both TDM) measures include any method intended to shift travel demand from single occupant vehicles to non-auto modes or carpooling, travel at less congested times of the day, or help people reduce their need to travel altogether. Given the significant motor vehicle capacity deficiencies under forecast conditions, an increase in transit, walk, and bike mode shares is as essential to the future transportation system in Tigard as adding roadway capacity. Further, effective TDM measures would help reduce the scope and scale of the deficiencies.

While many TDM strategies are most effectively implemented by employers, there are numerous strategies that cities can implement or support with other agencies. These provision of facilities (sidewalks, bicycle lanes, transit amenities) and management of existing resources (parking). Another critical role that cities play is in the policies related to development activities. Through support, incentive, and mandate, cities can ensure that new development supports a balanced

transportation system. Several broad TDM strategies are summarized in Table 5-2. The table also identifies typical implementation roles.

TABLE 5-2 TDM STRATEGIES AND TYPICAL IMPLEMENTING ROLES

TDM STRATEGY	CITY	TRANSPORTATION MANAGEMENT ASSOCIATION	DEVELOPERS	TRIMET	EMPLOYERS	METRO	STATE
Public Parking Management	P		S	S	S		
Flexible Parking Requirements	P		S		S		
Access Management *	P					S	P
Connectivity Standards*	P		S			S	P
Pedestrian Facilities	P		S		S		S
Bicycle Facilities	P		S				S
Transit Stop Amenities	S		S	P		S	
Parking Management	P		S		S		
Limited Parking Requirements	P		S			S	
Carpool Match Services	S	P			S		
Parking Cash Out		S		S	P		
Subsidized Transit Passes				S	P	S	
Carsharing Program Support	P	S	S	S	S		

P: Primary role; S: Secondary/support role; *Primary implementation depends on roadway jurisdiction

The City of Tigard does not have a dedicated TDM program; however the Westside Transportation Alliance (WTA) is a TMA serving Washington County. The WTA assists employers in developing, implementing, and monitoring programs to reduce commute trips by SOV. The City of Tigard is a member of the WTA, as are most neighboring jurisdictions and many private employers. While the emphasis at WTA is to help employers create TDM programs, the WTA web site provides an "information hub" that individuals can use to find out about a myriad of travel options, including transit service, park-and-ride lots, bicycling, carpool matching, and other services.

The Metro 2035 RTP includes TDM strategies including parking management, providing more bicycle facilities, and supporting Transportation Management Associations (TMAs). The TDM projects in the Metro TSMO plan within Tigard include the following:

- Individualized marketing in the Tigard Town Center (Downtown) and adjacent neighborhoods to encourage travel options through delivery of localized information and services;
- Support of public-private partnerships Transportation Management Associations (TMAs) in regional centers and town centers to help employees and/or residents increase use of travel options;
- Parking management at the Washington Square Regional Center and in Downtown

- Bike sharing at transit-oriented developments, large employers, colleges, hotels, and significant transit stops in the Beaverton to Tigard Corridor

The complete list of TSMO projects for the Regional Mobility Corridors in Tigard are provided in Appendix D.

Travel Mode Share Targets

As noted in the Transportation Planning Toolbox discussion, improvements in local connectivity, transit availability, and parking management including pricing are some of the factors that will reduce the reliance on single occupant vehicle (SOV) travel, and support more active transportation choices. These changes are consistent with Tigard's land use and transportation objectives. As such, Tigard has developed Aspiration Maximum SOV targets that are more ambitious than the 2040 Growth Management targets. These are summarized in Table 5-3.

TABLE 5-3 CITY OF TIGARD TRAVEL ASPIRATION MODE SHARES

Area	Metro 2040 Max SOV* Target	Aspiration Maximum SOV	Illustrative Non-SOV Shares			
			Carpool	Transit	Walk	Bike
Citywide	40-50%	50%	39%	5%	4%	2%
Washington Square Regional Center	45-55%	40%	35%	10%	10%	5%
Tigard Town Center (Downtown)	45-55%	40%	35%	10%	10%	5%
Durham Road Town Center	45-55%	45%	39%	8%	5%	3%
Tigard Triangle	55-60%	45%	39%	8%	5%	3%

*SOV = single-occupant-vehicle

As shown in Table 5-3, Tigard aspires to achieve a lower SOV share for the designated 2040 Centers as well as in the Tigard Triangle. These are provided as "aspiration" and "illustrative" shares rather than targets for the following reasons:

- Metro modified its definition of SOV with the 2035 Update. In the 2004 RTP, a parent traveling with a child was considered an SOV; in the 2035 RTP Update the definition was changed so that this would be counted as a Carpool. However, at this writing, the mode targets had not been updated.
- There is a desire to examine the individual factors influencing mode shares prior to confirm that the 2005 mode share estimate is an appropriate base from which to measure change.
- The RTP identifies non-SOV share targets only. There is an interest in looking more specifically at other modes, including carpool, transit, walk, and bike trips in order to inform transportation investments.

Potential Further Plan or Study: Evaluate and refine current mode split estimates using the Metro travel demand model and/or direct surveys. Refine mode split targets, especially for designated Centers, Corridors and the Tigard Triangle.

Parking

Parking in Tigard is provided by the City as well as private property owners. Privately owned parking is typically "accessory" parking which is developed on-site in support of a specific development. Accessory parking is typically restricted to the employees, residents, customers, guests or others associated with a specific property.

Accessory Parking

New land uses are required to provide on-site parking to accommodate their own parking demand in order to protect surrounding land uses from over flow parking impacts. The amount of parking required is expressed in the form of parking ratios in the development code (see 18.765 of the Development Code). The Tigard parking ratios incorporate minimum and maximum ratios, consistent with the requirements of the 2040 Growth Management Functional Plan.

Although the intent of parking is to accommodate all impacts on site, accessory parking can also encourage single occupancy vehicle (SOV) travel which increases traffic volumes on the roadways. This is contrary to the multi-modal aspirations of the City. Further, surface parking requires large paved areas which negatively impact the pedestrian environment, storm water run-off, and urban character, at the same time that they increase development costs and reduce development opportunities.

In some areas, it is appropriate to reduce parking minimums or to impose maximums for new development. Total parking supply could also be reduced by allowing and promoting shared parking among neighboring property owners. Tigard recently modified the development code for Downtown to remove minimum parking requirements for new developments. Reduction in parking requirements should be considered part of the overall approach to TDM and will be most effective if undertaken in conjunction with other activities, such as improved transit, pedestrian, and bicycle services, and a larger role for public parking.

In addition to privately owned accessory parking, there are several park-and-ride lots serving transit routes, including the downtown transit center. The locations and ownership of the existing park-and-ride lots include the following:

- Downtown Commuter Rail/Transit Center – TriMet
- Pacific Highway 99W at SW 74th Ave – TriMet
- Pacific Highway 99W at Bull Mt Road - Christ the King Lutheran Church
- SW Hall/SW Nimbus Commuter Rail – Union Pacific right of way
- Progress (Highway 217/Scholls Ferry Road) – ODOT right of way
- Tualatin (Lower Boones Ferry Road near I-5)– ODOT right of way

Public Parking

Public parking in Tigard is generally limited to curb parking on public streets. Curb parking in Tigard is most prevalent on local streets serving residences and in downtown. Most of the parking is unrestricted, though there are some time limits for curb parking in downtown. In areas identified for more urban development character, such as downtown, it will be necessary for the City to ensure an active role in managing public parking resources to ensure that they support community and neighborhood goals.

Potential Future Plans & Studies

Develop or update parking management plans for Downtown, Washington Square Regional Center, and the Tigard Triangle.

Review and update, as warranted, parking minimum and maximum ratios in the development code, including variance opportunities and requirements.

ADDITIONAL PLANS AND STUDIES

Transportation System Plans are intended to provide a high-level, broadly focused planning tool. In the development of Tigard's 2035 TSP several issues were identified that warrant additional consideration. The results of these studies and planning efforts would implement the policies and priorities in the 2035 TSP, update the Tigard Development Code, or constitute a more detailed look at transportation issues related to a specific topic, mode, or geographic area. These additional studies and plans are identified in Table 5-4.

TABLE 5-4 FUTURE PLANS & STUDIES

Project	Purpose
Support commercial nodes in residential areas	Identify opportunities for neighborhood commercial (N-C) in residential neighborhoods to promote walk/bike trips.
Promote mixed-use compact urban form developments.	Promote mixed use developments with a compact urban form and limited footprint in order to support an efficient transportation system. Urban areas with mixed uses and higher densities should be promoted in targeted areas, such as along Pacific Highway, in designated Centers and in the Triangle.
Circulation/connectivity study and inventory	Inventory, evaluate, and prioritize multi-modal connectivity gaps. Identify opportunities for improvements through development or city-initiated projects.
Update street cross section guidelines	Review, consolidate, and update street cross section guidelines for general application and for Downtown, Tigard Triangle, and Washington Square Regional Center.
Conduct a mode-split survey and develop a tracking plan	Develop and conduct a travel mode survey; develop a tracking plan and system
Traffic safety mitigation system	Review high crash locations; review state and county tracking and ranking systems; determine a City system for evaluating and prioritizing safety mitigations. A desired outcome will be a partnership with the state and county.
Pedestrian crossing improvement plan	Review current pedestrian crossing challenges and identify potential improvements, including a system for prioritizing improvements.
Pedestrian system plan	Develop a city-wide pedestrian system plan
Bicycle system plan	Develop a city-wide bicycle system plan
Multimodal level of service (MMLOS) analysis	Conduct a pilot project to identify current MMLOS in targeted areas; evaluate potential improvements; and investigate MMLOS operating standards for Tigard
Multimodal access plans for Tigard Triangle	Develop a multi-modal access inventory, assessment, and plan for future needs for the Triangle
Multimodal access plan for WSRC	Review and update, as needed, the WSRC Master Plan with an emphasis on multimodal access.
Development code parking requirements updates	Review current parking minimum and maximum ratios with respect to special areas and multi-modal goals. Review variance opportunities and requirements.
Special area parking management plans	Develop or update parking management plans for Downtown, Washington Square Regional Center, and the Tigard Triangle.
72nd Avenue Corridor Study	Review current plans for widening and improvements on 72nd Avenue. Identify critical constraints, barriers, and opportunities. Incorporate travel demand relationship with Hall Boulevard.
SW Hall Boulevard Corridor Study	Review current plans for widening and improvements on SW Hall Boulevard. Identify critical constraints, barriers, and opportunities. Incorporate travel demand relationship with 72nd Avenue.
Ash Avenue – Walnut Street Extension Corridor Study	Review alignment, modal, and potential phasing options for the Fanno Creek Bridge and Walnut Extension, including circulation impacts and modal benefits.

MULTI-MODAL IMPROVEMENT PROJECTS

The purpose of the Tigard 2035 TSP is to support the goals and policies presented in Section 2 by logically providing for the systematic care and expansion of the multi-modal transportation system. This TSP provides a list of improvement projects to meet the future travel needs within the community. These projects will supplement the policy and management strategies in this TSP.

Approximately 145 individual improvements were identified to address existing and future transportation needs and deficiencies. These projects were evaluated at a planning level and serve as direction for further planning of transportation investments. While some of these improvements are warranted under existing conditions, in other cases projects are identified to address the transportation needs to accommodate forecast growth. In some cases, the planning-level assessment has identified a specific proposed treatment; however, a more detailed analysis will be required to identify any environmental, topographic, right-of-way, or other construction constraints and to identify specific treatments and alignments.The identified projects include site-specific low-cost improvements, such as bicycle lanes and pedestrian crossing improvements, as well as larger scale projects (e.g., interchange improvements or freeway overcrossings) needed to address issues on State or County roadways. These larger projects will require a leadership role by state, county, and/or regional partners, but would be supported by the City.

Improvement projects for the roadway, pedestrian, bicycle, and transit systems are illustrated in Figures 5-4 through 5-8. Table 5-6 follows the individual modal system maps and includes the estimated project timelines and costs.

Roadway Network

The roadway system serves is intended to serve all modes when built to meet current design standards. All new roads, widening, or other major roadway improvements will include pedestrian and bicycle facilities consistent with the City's street standards. As such, many projects identified as roadway improvements represent significant improvements to the bicycle, pedestrian, and transit systems. Figure 5-4 shows the planned roadway network, including new roadways, improvements to existing roads, and intersection projects.

The most numerous type of roadway project is the intersection improvement. These may include such treatments as traffic signals installation or modifications, roundabouts, or turn lanes. As noted above, a more detailed analysis will be required to identify specific treatments.

"Complete Streets" projects are those that are planned to upgrade existing streets with the inclusion of sidewalks and bicycle facilities, but without increasing motor vehicle capacity. However, any new roadway, road extension, or roadway widening will also be multi-modal "Complete Street" projects that include sidewalks and bicycle facilities. Figure 5-5 shows the future right-of-way needs for existing and future roadways.

Figure 5-4

Future Roadway Improvements

Tigard Urban Planning Area

Existing Facilities

- Major Roads
- Local Roads

Future Facilities

- Road Improvement (includes pedestrian and bike facilities)
- New Road (includes pedestrian and bike facilities)
- ## Intersection Project
- ## Roadway Project

Other Map Elements

- Tigard City Boundary
- TC Transit Center
- Water
- Parks

** The information represented on this map is current as of February 28, 2010. Revisions will be made as new decisions or amendments occur to alter the content of the map.

0 0.125 0.25 0.5 Miles

N

DOWNTOWN INSET

TAYLORS FERRY RD
SCHOLLS FERRY RD
OAK ST
PINE ST
PFAFFLE ST
HAINES ST
DARTMOUTH ST
NORTH DAKOTA ST
WALNUT ST
BARROWS RD
135TH AVE
121ST AVE
TIEDEMAN AVE
NIMBUS AVE
CASCADE AVE
GREENBURG RD
LINCOLN ST
80TH AVE
78TH AVE
72ND AVE
68TH PKWY
MAIN ST
BURNHAM ST
SUNZIKER ST
WALL ST
ROSHAK RD
PACIFIC HWY
GAARDE ST
MCDONALD ST
BONITA RD
BULL MOUNTAIN RD
150TH AVE
BEEF BEND RD
HALL BLVD
85TH AVE
DURHAM RD
SEQUOIA PKWY
JONES FERRY RD
URBAN GROWTH BOUNDARY

ENGLEWOOD PARK
SUMMER LAKE PARK
NORTHVIEW PARK
JACK PARK
WOODARD PARK
FANNO CR PARK
BONITA PARK
COOK PARK

TC
99W
5
217

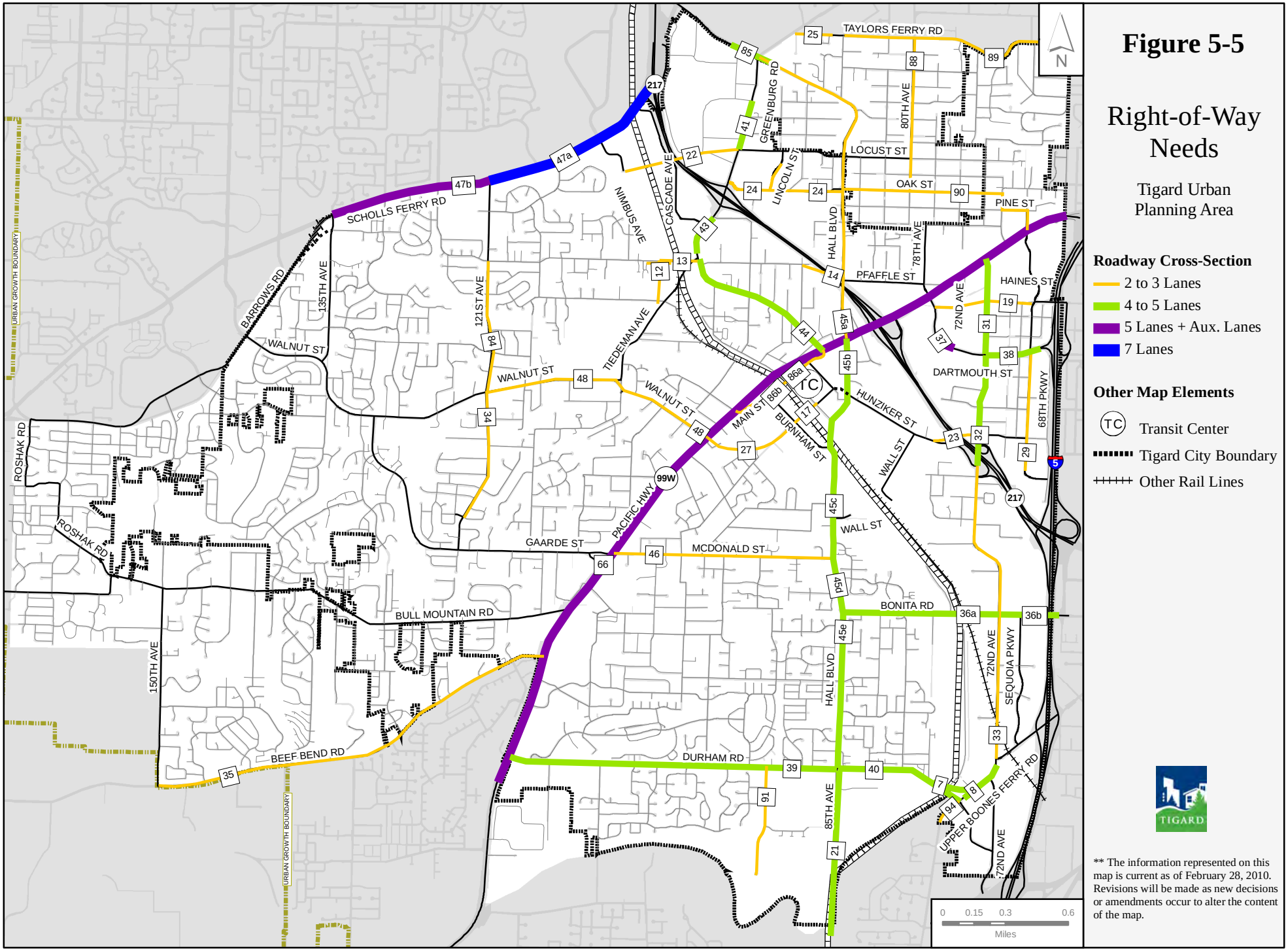

Figure 5-5

Right-of-Way Needs

Tigard Urban Planning Area

Roadway Cross-Section

- 2 to 3 Lanes
- 4 to 5 Lanes
- 5 Lanes + Aux. Lanes
- 7 Lanes

Other Map Elements

- TC — Transit Center
- Tigard City Boundary
- Other Rail Lines

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Pedestrian System

Pedestrian facilities include facilities for pedestrian connectivity (sidewalks, mixed-use trails) as well as safe crossing locations (unmarked and marked crosswalks, crossing beacons, pedestrian refuge islands). Each plays a role in developing a comprehensive pedestrian network which can promote both walking trips as well as providing access to transit. Figure 5-6 identifies the future pedestrian network which is comprised of the existing sidewalk and multi-use path networks, in addition to the network that will be developed through sidewalk projects, pedestrian crossing projects, "Complete Street" and roadway capacity projects (all of which will include sidewalks), and future multi-use paths projects.

The pedestrian system within Tigard includes sidewalks, multi-use paths, and pedestrian only paths. Arterials and collectors in Tigard generally provide sidewalks alongside the roadway, but there are gaps in the system and locations where there are opportunities to improve pedestrian facilities. Pedestrian improvements should be prioritized based on their ability to complete connections between places that generate pedestrian trips such as schools and housing; housing and transit stops; and, employment and transit stops. Multi-use path projects are discussed in a subsequent section because of their utility for both pedestrians and bicyclists.

Pedestrian crossing locations allow for walking trips to connect across busy roads or rail lines to continue along pedestrian facilities. In addition to the need for sidewalks along arterial and collector roadways, there are several high-volume roadways that bisect Tigard and need improvements to increase the ease and safety of pedestrian crossings. In particular, the rail corridor near Highway 217 in Tigard is difficult for pedestrians to cross due to infrequent crossings, which may not include proper pedestrian facilities. Access across the railroad tracks is increasingly important with the introduction of WES commuter rail service.

Several streets (Pacific Highway-99W, Gaarde, McDonald, Bull Mountain, Bonita, sections of Hall) were identified as locations with challenging roadway crossing conditions for pedestrians. These tend to be streets with relatively high traffic volumes, but infrequent signalized intersections or other protected crossing locations. While the state of Oregon considers all unsignalized intersections legal crosswalks, driver compliance is not consistent so that there are still challenges for pedestrians at these locations.

Potential Further Plans and Studies

Review current pedestrian crossing challenges and identify potential improvements, including a priority ranking for improvements.

Develop a city-wide pedestrian system plan.

Figure 5-6

Future Pedestrian Network

Tigard Urban Planning Area

Existing Facilities
- Sidewalk
- Multi-Use Path

Future Facilities
- Sidewalk
- Multi-Use Path
- Neighborhood Path
- ## Roadway Project

Other Map Elements
- TC Transit Center
- Tigard City Boundary
- Water
- Parks

DOWNTOWN INSET

SCHOLLS FERRY RD
TAYLORS FERRY RD
OAK ST
PINE ST
NORTH DAKOTA ST
PFAFFLE ST
HAINES ST
DARTMOUTH ST
WALNUT ST
HUNZIKER ST
WALL ST
GAARDE ST
MCDONALD ST
BONITA RD
BULL MOUNTAIN RD
BEEF BEND RD
DURHAM RD
GREENBURG RD
BARROWS RD
ROSHAK RD
150TH AVE
135TH AVE
121ST AVE
80TH AVE
78TH AVE
72ND AVE
68TH PKWY
CASCADE AVE
NIMBUS AVE
LINCOLN ST
TIEDEMAN AVE
HALL BLVD
85TH AVE
SEQUOIA PKWY
UPPER BOONES FERRY RD
PACIFIC HWY
99W
I-5
217
BURNHAM ST
MAIN ST
WEST SIDE TRAIL
FANNO CR TRAIL
RAIL TRAIL
URBAN GROWTH BOUNDARY

WOODARD PARK
FANNO CR PARK
ENGLEWOOD PARK
SUMMER LAKE PARK
NORTHVIEW PARK
JACK PARK
BONITA PARK
COOK PARK

Tualatin River Crossing
Tonquin Trail to Tualatin

0 0.125 0.25 0.5
Miles

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Bicycle System

Bicycle facilities are the elements of the network that enable cyclists to safely and efficiently travel on the transportation system. These facilities include public infrastructure (bicycle lanes, mixed-use trails, signage and striping) as well as off-road facilities (secure parking, changing rooms and showers at worksites). Some of the common types of bicycle facilities are summarized below.

Types of Bicycle Facilities

Shared-roadway – Any roadway without dedicated bicycle facilities is a shared roadway. In Tigard, shared roadways include all public streets without striped bicycle lanes. Where traffic volumes are low, shared roadways are generally safe and comfortable facilities for cyclists.

Low-Traffic Bikeway (aka Bike Boulevard) – Low-traffic bikeways are also known as bike boulevards and provide high-quality bicycle facilities on continuous street corridors with low vehicular traffic volumes. Typically, low-traffic bikeways are made on local streets, which are configured to prioritize bicycle trips and reduce through automobile trips. Local automobile access is retained. Bicycling conditions are improved by reducing stop signs to a minimum along the route and providing way-finding information specific to bicyclists. Low-traffic bikeways are best used when they parallel major roadways and can provide cyclists with a low-volume alternative route.

Bicycle Lane – Bicycle lanes are striped lanes on the roadway dedicated for the exclusive use of bicycles. Typically, bicycle lanes are placed at the outer edge of pavement (but to the inside of right-turn lanes and/or on-street parking). Bicycle lanes improve bicycle safety, improve cyclist security, and if comprehensive can provide direct connection between origins and destinations.

Bicycle Crossings

Bicycle crossing treatments are used to connect bike facilities at high traffic intersections, trailheads, or other bike routes. Typical treatments include bicycle detectors at traffic signals, bicycle only signals, or preferential movements for bicyclists such as only allowing bikes to make a through movement.

Bicycle Parking

Bicyclists also benefit from several other types of bicycle support facilities, such as secure bicycle parking, either open or covered U-shaped racks, and storage lockers for clothing and gear. The City currently requires bicycle parking to be included in new developments as a condition of approval and TriMet buses are outfitted with bicycle racks that allow cyclists to bring their bikes with them on transit. Allowing bicycles on transit vehicles increases the range of trips possible by both transit and bicycling, and reduces cyclists' fears of being stranded in the event of a mechanical or physical breakdown.

Figure 5-7 identifies the future bicycle network which is comprised of the existing facilities as well as the network that will be developed through bicycle lane projects, bicycle boulevard projects, "Complete Street" and roadway capacity projects (all of which will include bicycle facilities), and future multi-use paths projects.

Figure 5-7

Future Bicycle Network

Tigard Urban Planning Area

Existing Facilities
- Bike Lane
- Multi-Use Path

Future Facilities
- Bike Lane
- Bike Boulevard
- Multi-Use Path
- Neighborhood Path
- ## Roadway Project

Other Map Elements
- TC Transit Center
- Tigard City Boundary
- Water
- Parks

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0 0.125 0.25 0.5 Miles

Potential Further Plans and Studies

Develop a city-wide bicycle system plan.

Transit System

Transit service is an important part of a balanced transportation system, providing an alternative to private automobile travel for distances too far to walk or bike. Supporting transit as a preferred travel option for the Tigard community requires more than direct investments in transit service.

Land use, connectivity, and streetscape features have a significant influence on the cost effectiveness of transit service and will help Tigard get more out of its available transit investments. For this reason planning for land uses that are transit supportive is necessary, in addition to providing appropriate facilities and connections to transit.

Regional Rail Transit Service

As part of the 2035 RTP update, Metro identified the Barbur Boulevard/Highway 99W corridor as the next priority for potential High Capacity Transit (HCT) service, along with expanded service hours and frequency on WES commuter rail.

The City of Tigard supports the Southwest Corridor HCT priority and increased service on the existing Westside Express Service (WES) commuter rail. A local contribution to planning work for the Southwest Corridor HCT service is included in the financially constrained project list with an estimated cost of $5,000,000. A major focus of the preliminary planning will address land uses and pedestrian/bicycle connectivity to support transit investments.

Tigard Transit Connector

As development revives and accelerates in Downtown and in the Tigard Triangle, and in connection with the upcoming Southwest Corridor HCT service, the City of Tigard will evaluate implementation of a local connector transit service. This service could connect residential neighborhoods with the Tigard Triangle, Downtown, and/or the Washington Square Mall in order to accommodate local access and connections to regional transit. The service should have schedules coordinated with other transit service (e.g. WES and Tri-Met bus service) to and from Tigard.

Table 5-5 shows several strategies and potential improvements for Transit service in Tigard. The table identifies which entities would be in a Primary role (identified with a “P”) and which would be in a Support role (identified with an “S”). As the major transit provider in the region, TriMet would be the Primary implementer of most of the service enhancements. In most cases, the City of Tigard is in a Support role for direct transit enhancements and a Primary role for transit supportive infrastructure.

TABLE 5-5 TRANSIT STRATEGIES AND TYPICAL IMPLEMENTING ROLES

Improvement	City	TriMet	Beaverton	Washington County	Metro	ODOT
Increase WES frequencies and days of service	S	P	S	S	S	S
Support high capacity transit (HCT) service along/parallel to Pacific Highway	S	P		S	S	S
Provide a new Tigard Connector service	P	S	S			
Improve Transit stop amenities	S	P			S	
Create a bike hub at the Downtown transit center	P	S				

P: Primary role;
S: Secondary/Support role

Figure 5-8 shows the future transit network. The main elements of the future transit plan include higher frequencies on the existing Westside Express Service (WES), Southwest Corridor HCT service on Pacific Highway, more transit stop amenities, a bike hub at the Tigard Transit Center, and a connector transit service. These direct service amenities are intended to be developed in conjunction with land use and pedestrian access improvements to support transit use.

SUMMARY OF TRANSPORTATION PROJECTS

The projects illustrated in Figures 5-4 through 5-8 are summarized in Table 5-6. Table 5-6 shows all of the projects that were identified to address existing or anticipated needs or deficiencies. It is not expected that all will be constructed due to limited funding for transportation investments. All projects will require additional engineering evaluation for cost, environmental impacts, and other constructability issues. Further, projects identified to address forecast deficiencies will need to be reevaluated to determine whether anticipated growth and associated transportation needs have been realized. Project descriptions and cost estimates should be considered preliminary and are subject to a more detailed analysis and engineering. Also, projects on ODOT or Washington County roadways are subject to the design and engineering standards of those agencies.

The projects are organized by primary travel mode; all roadway improvements will include bicycle and pedestrian facilities consistent with the City's street cross-section standards. Projects referred to as "Complete Streets" are generally roadway upgrades that will include improvements to the travel lanes but are primarily aimed at improving pedestrian and bicycle conditions.

Figure 5-8

Future Transit Network

Tigard Urban Planning Area

Existing Facilities

- Transit Walkable Area
- WES Rail
- Frequent Service
- Rush-Hour Service
- Standard Service
- Park and Ride

Future Facilities

- HCT Corridor
- Transit Project

Other Map Elements

- Tigard City Boundary
- Water
- Parks

Increase WES Service

Bike Hub at Tigard TC

Commuter Rail to Hall/Nimbus Station

To Local Neighborhoods and Beaverton TC

To Local Neighborhoods

To Sunset TC

To Portland

To Portland

To Lake Oswego and Portland

To King City and Sherwood

Commuter Rail to Tualatin Station

To Tualatin

SCHOLLS FERRY RD

TAYLORS FERRY RD

WALNUT ST

GAARDE ST

BULL MOUNTAIN RD

BEEF BEND RD

DURHAM RD

BONITA RD

MCDONALD ST

WALL ST

NORTH DAKOTA ST

OAK ST

PINE ST

PFAFFLE ST

HAINES ST

DARTMOUTH ST

HUNZIKER ST

BARROWS RD

ROSHAK RD

135TH AVE

121ST AVE

150TH AVE

85TH AVE

80TH AVE

78TH AVE

72ND AVE

68TH PKWY

SEQUOIA PKWY

GREENBURG RD

LINCOLN ST

CASCADE AVE

TIEDEMAN AVE

NIMBUS AVE

MAIN ST

BURNHAM ST

HALL BLVD

PACIFIC HWY

WES COMMUTER RAIL

URBAN GROWTH BOUNDARY

SUMMER LAKE PARK

NORTHVIEW PARK

JACK PARK

ENGLEWOOD PARK

FANNO CR PARK

BONITA PARK

COOK PARK

WOODAR

T1

B1

TC

P

62

56

92

45

94

99W

43

76

64

78

12

38

217

5

N

0 0.125 0.25 0.5

Miles

** The information represented on this map is current as of February 28, 2010. Revisions will be made as new decisions or amendments occur to alter the content of the map.

Project Time Lines

The transportation projects identified in this plan address existing system deficiencies as well as forecast needs for the 2035 planning year. While the planning period is 25 years, some of the investments would significantly influence the transportation system for multiple generations in the future. Coupled with the inherent uncertainty in the process of long-range planning and the scarcity of funding for capital projects, the 2035 TSP reflects the importance of taking a measured approach in planning for future investments. The planned transportation projects have been divided into three categories: Near-Term; Mid-Term; and Long-Term. These divisions were made primarily to reflect the estimated timing of the actual need as well as availability of project funding.

Near-Term Projects

These improvements are warranted under existing conditions or are expected to be warranted within a relatively short time frame. These improvements should be constructed as opportunities and resources allow and could be considered as potential conditions of approval for new development.

Mid-Term Projects

These improvements are expected to be warranted within the 20-year planning horizon and should be constructed as opportunities allow; some may be conditions of approval for new development.

Long-Term Projects

These projects will be needed to accommodate anticipated long-term growth. Other projects that may be warranted sooner than the 25-year planning horizon are included as long-term because the costs are significant and a long-term funding horizon is more realistic. If development occurs along the frontage of these improvements, right-of-way dedications for the ultimate improvement should be obtained; however, physical improvements including travel lanes and pedestrian and bicycle facilities should be constructed if serving a site access or system connectivity function.

Financially Constrained Project List

In order to better reflect anticipated funding resources, a subset of the identified projects has been included in the "financially constrained" project list in the Regional Transportation Plan (RTP) Update. This designation is required for projects to be eligible for federal transportation funds. The financially constrained project list includes those considered "reasonably likely" to be constructed within the 25-year planning horizon based on all anticipated transportation revenue sources. As such, these projects can be included in the analysis of forecast transportation conditions as required for plan amendments.

The projects that are included in the RTP Update are indicated in Table 5-6. Many of these projects are under jurisdiction of other agencies. The local projects on the financially constrained list were selected to achieve the highest return on investment, to achieve City of Tigard goals and priorities, and to address significant congestion and/or safety issues.

TABLE 5-6 MULTI-MODAL PROJECT IMPROVEMENT LIST

Project ID	Name	Project Type	Description[3]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
Roadway Projects								
4	OR 217/72nd Ave Interchange Improvements	Interchange Improvement	Complete interchange reconstruction with additional ramps and overcrossings.	Tigard Triangle	ODOT	Near-Term	Yes	$19,500,000
5	I-5/OR 217 interchange from 72nd Ave to Bangy Road	Interchange Improvement	Interchange Improvements		ODOT	Long-Term	No	$81,500,000
6	Upper Boones Ferry/ I-5 northbound	Interchange Improvement	Widen bridge to 6 lanes to provide 2nd westbound through lane, 2nd northbound left-turn lane, eastbound separate through and left-turn lanes.		ODOT	Long-Term	No	$20,000,000
7	Durham Road/Upper Boones/72nd realignment and widening	Road Widening and/or Reconfiguration	Realign/reconfigure/widen Durham Road, Upper Boones Ferry Road/72nd Avenue intersections/roadway to accommodate traffic flow between Durham Road and Interstate 5. Widen Upper Boones. A refinement study is needed to address specific alignment of Durham and Upper Boones Ferry and alignment of southern Durham Road and 72nd Ave. As part of this project Upper Boones Ferry Road from Durham to Sequoia Parkway should be widened to 5 lanes.		Tigard	Long-Term	Yes	$6,000,000
8	Upper Boones Ferry Road Widening between upper 72nd Ave and lower 72nd	Road Widening	Widen Upper Boones Ferry from lower 72nd Avenue to upper 72nd Avenue.		Tigard	Near-Term	Yes	$2,000,000
9	Upper Boones Ferry/ I-5 southbound	Intersection Improvement	Eastbound right turn lane		ODOT/ Tigard	Near-Term	Yes	$2,000,000

[3] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[4]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
10	72nd/Upper Boones Ferry	Intersection Improvement	Intersection Improvements		Tigard	Near-Term	Yes	$2,000,000
11	Hall/Hunziker/Scoffins intersection Realignment	Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues.		ODOT/Tigard	Near-Term	Yes	$5,000,000
12	Tiedeman Realignment at North Dakota	Road Realignment	Realign Tiedeman and/or North Dakota between Tigard Street and North Dakota to form a T Intersection at North Dakota west of the railroad tracks.		Tigard	Near-Term	Yes	$5,500,000
13	Greenburg/North Dakota Intersection Geometry Improvements	Intersection Realignment	After realignment of Tiedeman (Project: #12), realign remaining legs to conventional form.	WSRC	Tigard	Near-Term	Yes	$4,000,000
14	North Dakota-Pfaffle Highway 217 over crossing	New Road/ Intersection Realignment	Pfaffle-North Dakota east-west connection with Hwy 217 over-crossing to provide a neighborhood route (See Projects: #12 and #13).	WSRC	Tigard	Long-Term	No	$15,000,000
17	Ash Ave Railroad Crossing (Burnham to Commercial)	New Road	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	Downtown	Tigard/ODOT Rail	Near-Term	Yes	$3,000,000
18	Ash Ave Extension (Maplewood to Burnham)	New Road	Extend Ash Avenue from Maplewood, across Fanno Creek, to Burnham.	Downtown	Tigard	Mid-Term	Yes	$5,000,000
19	Atlanta Street Extension	New Road	Extend Atlanta Street west to Dartmouth Street	Tigard Triangle	Tigard	Mid-Term	Yes	$3,300,000
21	Hall Boulevard Extension	New Road	Extend south to Tualatin across the Tualatin River		ODOT/Tigard	Long-Term	No	$60,000,000
22	Hwy 217 Over-crossing at Washington Square Regional Center - Cascade Plaza	New Road	Provide a new connection from Nimbus to Locust	WSRC	Tigard	Long-Term	Yes	$20,000,000
23	Hwy 217 over-crossing - Hunziker-Hampton Connection	New Road	Connect Hunziker Road to 72nd Avenue—requires over-crossing over ORE 217—removes existing 72nd Ave/Hunziker intersection		ODOT/Tigard	Mid-Term	Yes	$10,000,000

[4] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[5]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
24	Oak-Lincoln-Locust Street Collector System (Washington Square Connectivity Improvements)	New Road	Improvements to distribute east/west traffic between Locust and Oak Streets and improve accessibility to Lincoln Center commercial district. Includes Lincoln Street extension to Oak Street. (Lincoln Street portion anticipated to be constructed by development)	WSRC	Tigard	Mid-Term	Yes	$1,000,000
25	Taylors Ferry Road Extension	New Road	Extend to Oleson Road	WSRC	Washington County	Mid-Term	Yes	$4,390,000
27	Walnut to Ash Avenue Extension	New Road	Extend Walnut east of Pacific Hwy-99W to meet Ash Avenue.	Downtown	Tigard	Mid-Term	Yes	$14,000,000
29	68th Avenue	Road Widening	Widen to 2/3 lanes between Dartmouth/I-5 Ramps and south end	Tigard Triangle	Tigard	Mid-Term	No	$10,000,000
31	72nd Avenue Widening: Ore 99W to Dartmouth	Road Widening	Widen to 4/5 lanes	Tigard Triangle	Tigard	Mid-Term	Yes	$8,000,000
32	72nd Avenue Widening: Dartmouth to Hunziker	Road Widening	Widen to 4/5 lanes, including bridge	Tigard Triangle	Tigard	Mid-Term	Yes	$7,000,000
33	72nd Avenue Widening: Hunziker to Durham	Road Widening	Widen to 2/3 lanes		Tigard	Long-Term	No	$14,000,000
35	Beef Bend Road Complete Street	Complete Street	Complete 2/3-lane section from 131st to 150th.		Washington County	Mid-Term	No	$2,280,000
36a	Bonita Road Widening	Road Widening	Widen to 4/5-lanes from Hall to 72nd		Tigard	Near-Term	No	$20,000,000
36b	Bonita Road Widening	Road Widening	Widen to 4/5-lanes from 72nd Avenue to city limits east of I-5 (Bangy)		Tigard	Mid-Term	No	$25,000,000
37	Dartmouth St. Widening	Road Widening	Complete 4/5-lane section from Costco to 72nd Ave (small section missing in eastbound direction only)	Tigard Triangle	Tigard	Near-Term	No	$320,000
38	Dartmouth St. Widening	Road Widening	Widen to 4 lanes plus turn lanes and sidewalks between 72nd Avenue and I-5 (68th)	Tigard Triangle	Tigard	Near-Term	Yes	$3,000,000
39	Durham Road Widening	Road Widening	Widen to 4/5-lanes from Pacific Hwy-99W to Hall Blvd.		Tigard	Mid-Term	Yes	$15,000,000

[5] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[6]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
40	Durham Road Widening	Road Widening	Widen to 4/5 lanes (total, both directions) between Hall Boulevard and Upper Boones Ferry Road. Add 2nd southbound left-turn lane at the intersection of Hall/Durham.		Tigard	Mid-Term	Yes	$8,000,000
41	Greenburg Rd. Widening	Road Widening	Widen to 4 lanes adjacent to cemetery	WSRC	Washington County	Mid-Term	No	$3,780,000
43	Greenburg Rd. Widening, South of Hwy 217 to N. Dakota	Road Widening	Shady Lane to N. Dakota, Widen to 4/5 lanes. Includes bridge replacement.	WSRC	Tigard	Mid-Term	Yes	$6,000,000
44	Greenburg Road Widening N. Dakota to 99W	Road Widening	Tiedeman to OR 99W, Widen to 4/5 lanes with bikeways and sidewalks		Tigard	Mid-Term	No	$15,000,000
45a	Hall Boulevard Widening, Oleson to 99W	Road Widening	Widen to 2/3 lanes; build sidewalks and bike lanes; safety improvements	WSRC	ODOT/ Tigard	Near-Term	Yes	$3,500,000
45b	Hall Boulevard Widening, Highway 99W to Fanno Creek	Road Widening	Widen to up to 4/5 lanes, depending on corridor plan	Downtown	ODOT/ Tigard	Near-Term	Yes	$2,500,000
45c	Hall Boulevard Widening, Fanno Creek to McDonald Street	Road Widening	Widen to up to 4/5 lanes, depending on corridor plan		ODOT/ Tigard	Mid-Term	Yes	$2,500,000
45d	Hall Boulevard Widening, McDonald Street to Bonita Road	Road Widening	Widen to up to 4/5 lanes, depending on corridor plan		ODOT/ Tigard	Near-Term	Yes	$1,500,000
45e	Hall Boulevard Widening, Bonita Road to Durham	Road Widening	Widen to up to 4/5 lanes, depending on corridor plan		ODOT/ Tigard	Near-Term	Yes	$3,000,000
46	McDonald Street Widening, 99W to Hall	Road Widening	Widen to 2/3 lanes with sidewalks, bike lanes, and safety improvements		Tigard	Near-Term	Yes	$8,000,000
47a	Scholls Ferry Rd Widening, Hwy 217 to 121st	Road Widening	Widen to 7 lanes between OR 217 and 121st Avenue and improve intersections		ODOT/ Washington County	Long-Term	Yes	$19,700,000
47b	Scholls Ferry Rd ROW preservation, 121st to SW Barrows	Road Widening	ROW preservation for potential 7 lanes between 121st Avenue and Barrows Road, improve intersections		Washington County	Long-Term	No	$8,000,000

[6] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[7]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
49	Pfaffle St/Hall Blvd	Intersection Improvement	Traffic signal or other intersection treatment		ODOT/Tigard	Near-Term	Yes	$500,000
50	68th/Atlanta/Haines	Intersection Improvement	Traffic signal and turn lanes where necessary	Tigard Triangle	Tigard	Near-Term	Yes	$500,000
51	68th/Dartmouth	Intersection Improvement	Install traffic signal and add turn lanes where necessary	Tigard Triangle	ODOT/Tigard	Near-Term	No	$500,000
52	72nd/ Dartmouth	Intersection Improvement	Traffic signal and intersection widening	Tigard Triangle	Tigard	Near-Term	Yes	$1,100,000
53	121st/ North Dakota	Intersection Improvement	Traffic signal		Tigard	Mid-Term	No	$500,000
54	135th Avenue/ Walnut Street	Intersection Improvement	Intersection Improvements		Tigard	Near-Term	Yes	$400,000
56	Greenburg/Oleson/Hall	Intersection Improvement	Intersection Improvements	WSRC	ODOT /WACO	Near-Term	Yes	$3,000,000
58	Greenburg/Washington Square Road	Intersection Improvement	Install Boulevard treatment at Greenburg/Washington Square Road	WSRC	ODOT/WACO	Near-Term	Yes	$1,000,000
60	Hall/McDonald	Intersection Improvement	Add southbound right-turn lane from Hall Blvd to McDonald Street.		ODOT/Tigard	Near-Term	Yes	$400,000
62	Main Street/Tigard Street	Intersection Improvement	Install a traffic signal at Main Street/Tigard Street. Project need should be reevaluated after Highway 99W/Greenburg Road/Hall Boulevard improvements and Main Street improvements are completed.	Downtown	Tigard	Near-Term	No	$350,000
64	North Dakota/ 125th/ Scholls Ferry Rd	Intersection Improvement	Intersection improvements		WACO/Tigard	Mid-Term	No	$1,500,000
65	Tiedeman Street/Tigard Street	Intersection Improvement	Intersection Improvements with sidewalks and bike lanes		Tigard	Near-Term	No	$750,000

[7] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[8]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
66	Hwy 99W Intersection Improvements	Intersection Improvement	Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility (plus auxiliary lanes) from I-5 to Durham Road.		ODOT	Near-Term	Yes	See 66a - 66o
66a	Pacific Highway 99W	Signal Improvements	Provide signal interconnect from I-5 to Durham Road (Metro TSMO plan includes Arterial Corridor Management and transit signal priority for the entire corridor through Tigard with adaptive signal control from Highway 217 to the eastern city limits).		ODOT/Tigard	Near-Term	Yes	$2,500,000
66b	Highway 217 SB Ramps/Highway 99W	Intersection Improvement	Intersection capacity improvements such as a 2nd right turn lane from off ramp		ODOT	Near-Term	Yes	$7,000,000
66c	Highway 217 NB Ramps/Highway 99W	Intersection Improvement	Intersection capacity improvements such as a second northbound left turn lane		ODOT	Near-Term	Yes	$7,000,000
66d	Pacific Highway 99W/I-5 SB	Intersection Improvement	Intersection improvements such as dual northbound through lanes on 99W and dual lanes for I-5 ramps to reduce confusion, congestion and related accidents	Tigard Triangle	ODOT	Near-Term	Yes	$5,000,000
66e	Pacific Highway 99W/68th Ave	Intersection Improvement	Intersection improvements such as added turn lanes, protected left-turns at 68th	Tigard Triangle	ODOT/Tigard	Near-Term	Yes	$1,000,000

[8] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[9]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
66f	Pacific Highway 99W/72nd Ave	Intersection Improvement	Intersection improvements such as added turn lanes, a southbound right turn pocket	Tigard Triangle	ODOT/Tigard	Near-Term	Yes	$2,000,000
66g	Pacific Highway 99W/Dartmouth St.	Intersection Improvement	Intersection improvements - Turn lanes and auxiliary lanes	Tigard Triangle	ODOT/Tigard	Near-Term	Yes	$6,000,000
66h	Pacific Highway 99W/Hall Boulevard	Intersection Improvement	Intersection improvements such as an additional eastbound and westbound through lane on 99W (CIP 95005), exclusive left-, through-, and right-turn lanes on each side street approach (CIP 95031).	Downtown	ODOT/Tigard	Near-Term	Yes	$6,500,000
66i	Pacific Highway 99W/Greenburg Road/Main Street	Intersection Improvement	Intersection improvements such as exclusive turn lanes on both Greenburg Road and Main street approaches, additional eastbound and westbound through lane on Pacific 99W.	Downtown	ODOT/Tigard	Near-Term	Yes	$4,000,000
66j	Pacific Highway 99W/ Walnut Street	Intersection Improvement	Intersection improvements such as additional turn lanes		ODOT/Tigard	Near-Term	Yes	$1,500,000
66k	Pacific Highway 99W/ Gaarde Street/McDonald Street	Intersection Improvement	Intersection improvements such as a third through lane on Pacific Hwy-99W and additional turn lanes.		ODOT/Tigard	Near-Term	Yes	$8,000,000
66l	Pacific Highway 99W/ Canterbury	Intersection Improvement	Intersection improvements such as a left turn lane		ODOT/Tigard	Near-Term	Yes	$2,000,000
66m	Pacific Highway 99W/ Beef Bend Road	Intersection Improvement	Intersection improvements such as a southbound right turn lane (on Pacific Hwy 99W)		ODOT/Washingt on County	Near-Term	Yes	$1,500,000
66n	Pacific Highway 99W/ Durham Road	Intersection Improvement	Intersection improvements such as a additional turn lanes		ODOT/Tigard	Near-Term	Yes	$1,500,000
66o	Pacific Highway 99W Access Management	Access Management	Implement access management strategies and median projects identified in the Highway 99W Plan (related to roadway project #66)		ODOT	Near-Term	Yes	$6,000,000

[9] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[10]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
82	Highway 217 NB On-ramp/Scholls Ferry Road/Washington Square Road Interchange Improvement	Intersection Improvement	Intersection Improvements	WSRC	ODOT	Near-Term	No	$5,000,000
85	Hall Boulevard, Washington Square Regional Center	Road Widening	Add an eastbound through lane on Hall Blvd. from Pamelad Road to Greenburg Road that removes the right-turn lane drop at Pamelad Road and ends as a right-turn lane at Greenburg Road. This completes the five-lane section on Hall Blvd. from Scholls Ferry Road to Greenburg Road.	WSRC	ODOT/Tigard	Near-Term	No	$500,000
93	Highway 217/Greenburg Intersection	Intersection Improvement	Add a right-turn lane from Greenburg to SB Higway 217	WSRC	ODOT	Mid-Term	Yes	$5,000,000
95	North Dakota at Fanno Creek Bridge Replacement	Bridge Replacement	Replace existing bridge over Fanno Creek along North Dakota to include sidewalks		Tigard	Near-Term	Yes	$2,500,000
Complete Streets (Upgrade with Pedestrian/Bicycle Facilities)								
34	121st Avenue Complete Street, Walnut to Gaarde	Complete Street	Upgrade 121st Avenue to a 2-lane roadway with sidewalks and bicycle lanes between Walnut and Gaarde Street		Tigard	Near-Term	Yes	$1,580,000
48a	Walnut Street Complete Street, 116th to Tiedeman	Complete Street	Widen to 2 with turn lanes where necessary including sidewalks, bicycle lanes, and safety improvements		Tigard	Near-Term	Yes	$2,000,000
48b	Walnut Street Complete Street, Tiedeman to Pacific Hwy-99W	Complete Street	Widen to 2 with turn lanes where necessary including sidewalks, bicycle lanes, and safety improvements		Tigard	Near-Term	Yes	$5,000,000
84	121st Avenue Complete street, Walnut to N Dakota	Complete Street	Upgrade from Walnut Street to North Dakota Street – 2 lanes with turn lanes where necessary plus bike lanes and sidewalks		Tigard	Near-Term	Yes	$380,000

[10] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[11]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
86a	Main Street Green Street (Phase I)	Complete Street	Provide 2 travel lanes, turn lanes where necessary, on-street parking, good sidewalks, and lots of pedestrian-friendly amenities on Main Street from the railroad tracks south to Highway 99W.	Downtown	Tigard	Near-Term	Yes	$3,500,000
86b	Main Street Green Street (Phase II)	Complete Street	Provide 2 travel lanes, turn lanes where necessary, on-street parking, good sidewalks, and lots of pedestrian-friendly amenities on Main Street from the railroad tracks north to Hwy 99W	Downtown	Tigard	Near-Term	Yes	$2,000,000
88	80th Avenue	Complete Street	Install bike lanes and construct sidewalks on both sides of the street from Taylor's Ferry Road to Oak Street		Washington County	Mid-Term	No	$1,350,000
89	Taylor's Ferry Rd	Complete Street	Install sidewalks on both sides of the street from Washington Drive to 62nd Avenue		Washington County	Long-Term	No	$3,220,000
90	Oak Street	Complete Street	Install sidewalks on both sides of the street from Hall Boulevard to 81st Avenue		Washington County	Mid-Term	No	$1,710,000
91	92nd Avenue	Complete Street	Install bike lanes and sidewalk on both sides of street from Durham Road to Cook Park		Tigard	Mid-Term	Yes	$800,000
94	Upper Boones Ferry Road south of Durham	Complete Streets	Upgrade with turn lane, pedestrian, bicycle facilities and consistent with City of Durham planned improvements.		Washington County/Tigard	Mid-term	No	$2,000,000
Bicycle Projects								
B1	Tigard Transit Center Bicycle Hub	Bicycle Facilities	Provide bicycle hub at Tigard Transit Center	Downtown	Tigard/TriMet	Near-Term	Yes	$50,000
B2	Bonita Road	Bike Lane	Install eastbound bike lanes from 72nd Avenue to I-5 Bridge		Tigard	Near-Term	Yes	$200,000
B5	98th Avenue	Bike Lane	Install bike lanes on both sides of street from Murdock to Durham Road		Tigard	Near-Term	Yes	$150,000

[11] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[12]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
B11	O'Mara Street	Bike Boulevard	Install bike boulevard treatments on both sides of O'Mara from McDonald Street to Hall Boulevard		Tigard	Long-Term	Yes	$60,000
B12	Frewing Street	Bike Boulevard	Install bike boulevard treatments on both sides of the street from Pacific Hwy-99W to O'Mara Street		Tigard	Long-Term	Yes	$130,000
B13	Greenburg Road	Bike Lane	Install bike lanes on both sides of the street from Hall Boulevard to Cascade Avenue	WSRC	WACO/ ODOT	Near-Term	Yes	$3,600,000
B15	72nd Avenue	Bike Lane	Install bike facilities on both sides of the street from Pacific Hwy-99W to South City Limits		Tigard	Near-Term	Yes	$2,000,000
B16	Upper Boones Ferry Road	Bike Lane	Install bike lanes on both sides of street from I-5 to Durham Road		Tigard	Mid-Term	Yes	$1,000,000
B18	Bull Mountain Road Bike Lanes	Bike Lane	Install bike lanes on both sides of street.		WACO	Mid-Term	Yes	$800,000
B23	79th Avenue	Bike Boulevard	Install bike boulevard treatments from Bonita Road to Durham Road		Tigard	Mid-Term	Yes	$130,000
B24	Fanno Creek Drive	Bike Boulevard	Install bike boulevard treatments on both sides of the street from the Fanno Creek Trailhead to Bonita Road		Tigard	Mid-Term	Yes	$100,000
B25	Murdock Street	Shared-lane	Install shared-lane markings from 96th Avenue to Pacific Hwy-99W		Tigard	Near-Term	Yes	$10,000
B30	Locust Street	Bike Lanes	Install bike lanes on both sides of the street from Hall Boulevard to 80th Avenue	WSRC	WACO	Mid-Term	Yes	$450,000
B32	Pacific Hwy-99W Bike Lanes	Bike Lane Gaps	Fill in gaps in Bike lanes along Pacific Hwy-99W		Tigard/ ODOT	Near-Term	Yes	$500,000
BC3	Bonita Road at 79th	Crossing	Crossing Improvement on Bonita Road at 79th		Tigard	Near-Term	Yes	$30,000
BC4	Tiedeman at Fanno Creek Trail	Trail Realignment	Crossing improvements including trail realignment, curb cuts, pavement markings, and signage		Tigard	Mid-Term	Yes	$200,000

[12] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[13]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
BC5	Tiedeman at Fanno Creek Trail	Crossing	Crossing improvements including curb cuts, pavement markings, and signage		Tigard	Near-Term	Yes	$20,000
Mixed-use Path Projects								
M1	Hunziker Link to Lake Oswego	10-foot wide paved pathway	Linkage to Kruse Way Trail in Lake Oswego		Tigard/Lake Oswego	Mid-Term	No	$2,000,000
M2	Fanno Creek Trail	10-foot wide paved pathway	Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street		Tigard	Mid-Term	Yes	$3,000,000
M3	Tualatin River Trail	10-foot wide paved pathway	Complete multiuse path from Cook Park to the Powerlines Corridor		Tigard	Mid-Term	No	$1,250,000
M4	108th Street Crossing of Tualatin River	Pedestrian Bridge	New bridge crossing north-south over the Tualatin River near 108th Avenue		Tigard/Tualatin	Mid-Term	No	$740,000
M5	Westside Trail	10-foot wide paved pathway	New regional multiuse path, and in Tigard will connect from Beaverton to the Tualatin River Trail		Tigard	Mid-Term	Yes	$1,920,000
M6	Tiedeman Avenue/Main Street Rail Trail	10-foot wide paved pathway	Convert a segment of inactive railroad right-of-way adjacent to Tigard Street from Tiedeman Avenue to Main Street to a multiuse path	Downtown	Tigard	Near-Term	Yes	$1,250,000
M7	Washington Square Regional Center Highway 217 Pedestrian/Bike Over Crossing	10-foot wide paved pathway	New pedestrian and bicycle bridge over Hwy 217 from Nimbus Avenue to Scholls Ferry Road	WSRC	Tigard/WACO	Long-Term	No	$3,700,000
M8	Neighborhood Trail Connections - Various locations	Neighborhood trails	Formalize neighborhood trail connections throughout the city		Tigard	Near-Term	Yes	$1,100,000
Pedestrian Projects								
P1	North Dakota Street Sidewalks	Sidewalk Gaps	Complete gaps in sidewalks on North Dakota from 121st Avenue to Tiedeman.		Tigard	Near-Term	Yes	$810,000
P3	Tiedeman Avenue Sidewalks	Sidewalk Gaps	Install sidewalks on both sides of the street from Fanno Creek Trail to North Dakota-Greenburg		Tigard	Near-Term	Yes	$1,400,000

[13] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[14]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
P5	Pacific Hwy-99W Sidewalks	Sidewalk Gaps	Complete gaps in sidewalk from McDonald to south city limits		ODOT	Near-Term	No	$1,300,000
P6	Bull Mountain Road Sidewalks	Sidewalk Gaps	Complete gaps in sidewalk from Pacific Hwy- 99W to Roshak Road		WACO	Mid-Term	No	$2,580,000
P7	Roshak Road Sidewalks	Sidewalk Gaps	Complete gaps in sidewalk, mainly between 158th Terrace and Bull Mountain Road		WACO	Mid-Term	No	$640,000
P9	Hunziker Street Sidewalks	Sidewalk Gaps	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard		Tigard	Mid-Term	No	$700,000
P10	Washington Square Regional Center Pedestrian Improvements	Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters, and benches in WSRC	WSRC	Tigard	Mid-Term	Yes	$3,900,000
P16	Tigard Street	Sidewalk	Install sidewalks on both sides of the street from 115th Avenue to Pacific Hwy-99W		Tigard	Near-Term	Yes	$1,200,000
P18	Commercial Street	Sidewalk	Install sidewalks on both sides of the street from Main Street to Lincoln Street	Downtown	Tigard	Near-Term	Yes	$400,000
P19	72nd Avenue	Sidewalk	Complete gaps in sidewalk from Pacific Hwy 99W to Bonita Road		Tigard	Near-Term	No	$2,500,000
P20	Hall Boulevard	Sidewalk	Complete gaps in sidewalk from Hunziker Street to Durham Road		ODOT/Tigard	Near-Term	Yes	$1,800,000
P23	72nd Avenue	Sidewalk	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road		Tigard	Near-Term	No	$800,000
P24	Benchview Terrace	Sidewalk Gaps	Install sidewalk on both sides of street for missing sections west of Greenfield Drive		Tigard	Mid-Term	No	$1,200,000
P25	79th Avenue	Sidewalk Gaps	Install sidewalk on both sides of street from Bonita Road to Durham Road		Tigard	Mid-Term	No	$800,000
P27	Murdock Street	Sidewalk Gaps	Install sidewalk on both sides of street from 96th avenue to Pacific Highway-99W		Tigard	Mid-Term	No	$570,000

[14] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[15]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
P29	150th Avenue	New Sidewalk	Install sidewalk on both sides of street from Bull Mountain Road to Beef Bend Road		WACO	Mid-Term	No	$900,000
P30	97th Avenue	Sidewalk Gaps	Install sidewalk on both sides of street from McDonald Street to Murdock Street		Tigard	Near-Term	Yes	$400,000
P31	Garrett Street	Sidewalk	Install sidewalks on both sides of the street from Pacific Highway-99W to Ash Avenue		Tigard	Near-Term	No	$160,000
P33	Greenfield Drive	New Sidewalk	Install sidewalk on both sides of street for missing section south of Benchview Terrace		Tigard	Near-Term	No	$280,000
PC3	Crosswalk on McDonald at O'Mara and 98th Ct	Pedestrian Signing/Striping	Pedestrian/bike improvements at unsignalized intersection at McDonald/O'Mara/98th Ct		Tigard	Near-Term	No	$50,000
PC7	Tigard Town Center (Downtown) Pedestrian Improvements	Pedestrian Facilities	Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Pacific Highway-99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.		Tigard	Near-Term	Yes	$4,880,000
PC9	Greenburg/95th Raised Pedestrian Refuge and Marked Crosswalk	Pedestrian Signing/Striping	Construct pedestrian/bike improvements at the existing unsignalized crosswalk at Greenburg/95th		Tigard	Mid-Term	Yes	$50,000
Transit Projects								
T2	Transit Stop Amenity Improvements on Highway 99W	Transit Amenities	Support existing high frequency bus service on the Pacific Highway-99W corridor by providing benches, shelters, and real-time information at bus stops		Tigard/ TriMet	Near-Term	Yes	$400,000
T3	Tigard Connector Service in the Tigard Triangle	Transit Connector	Provide local connector service serving Tigard Triangle to Downtown, and/or the Washington Square Mall and potentially residential areas.	Tigard Triangle	Tigard/ TriMet	Long-Term	No	$750,000

[15] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Project ID	Name	Project Type	Description[16]	Special Area	Jurisdic-tion	Time frame	Financially Constrained?	Cost Estimate
T4	HCT Planning, Ph 1	Transit	Land use planning and alternatives analysis for HCT		TriMet	Near-Term	Yes	$1,000,000
T5	HCT Planning, Ph 2	Transit	Land use planning and alternatives analysis for HCT		TriMet	Mid-Term	Yes	$4,000,000
Transportation System Management								
TSM1	Upper Boones Ferry Road	Arterial Corridor Management	Provide Arterial Corridor Management along Corridor #2 (I-5) in the Metro TSMO Plan		Tigard	Mid-Term	No	$1,300,000
TSM3	72nd Avenue	Arterial Corridor Management	Provide Arterial Corridor Management on 72nd Avenue along Corridor #2 (I-5) near the Upper Boones Ferry Road Interchange in the Metro TSMO Plan	Tigard Triangle	Tigard	Mid-Term	No	$1,600,000
TSM4	72nd Avenue	Arterial Corridor Management	Provide Arterial Corridor Management along Corridor #19 (Hwy 217) in the Metro TSMO Plan	Tigard Triangle	Tigard	Mid-Term	No	$1,700,000
TSM5	Durham Road	Arterial Corridor Management	Provide Arterial Corridor Management along Corridor #2 (I-5) in the Metro TSMO Plan		Tigard	Near-Term	No	$1,400,000
TSM6	Durham Road	Arterial Corridor Management	Provide Arterial Corridor Management along Corridor #19 (Hwy 217) in the Metro TSMO Plan		Tigard	Mid-Term	No	$1,500,000
TSM9	Hall Boulevard	Arterial Corridor Management	Provide Arterial Corridor Management and Transit Signal Priority on Hall Boulevard from Highway 217 to Pacific Highway-99W	WSRC	ODOT/Tigard/ Beaverton	Mid-Term	No	$3,700,000
TSM10	Hall Boulevard	Arterial Corridor Management	Provide Arterial Corridor Management from Pacific Highway-99W to the south terminus		ODOT/ Tigard	Near-Term	No	$1,900,000
TSM11	Scholls Ferry Rd	Arterial Corridor Management	Provide Arterial Corridor Management from River Road to Hall Boulevard		ODOT/ WACO/Tigard	Mid-Term	Yes	$4,200,000

The project timelines identified in Table 5-2 are depicted in Figure 5-9, Figure 5-10, and Figure 5-11. The first figure shows only near-term projects; Figure 5-10 shows the combined Near-Term and Mid-Term projects. Figure 5-11 shows all of the planned projects.

[16] All road projects include bicycle and pedestrian facilities, consistent with the street design standards for the street classification.

Figure 5-9

Near-Term Transportation Improvements

Tigard Urban Planning Area

Existing Facilities
- Major Roads
- Local Roads
- Multi-Use Path

Future Facilities
- ## Intersection Project
- ## Roadway Project
- HCT Corridor
- Neighborhood Path

Road Improvements
- Road Improvement (includes pedestrian and bike facilities)
- Complete Streets (adds sidewalks and bike lanes)
- Sidewalk
- Bike Lane
- Bike Boulevard

New Facilities
- New Road (includes pedestrian and bike facilities)
- Multi-Use Path

Other Map Elements
- TC Transit Center
- Tigard City Boundary
- Water
- Parks

** The information represented on this map is current as of February 28, 2010. Revisions will be made as new decisions or amendments occur to alter the content of the map.

0 0.125 0.25 0.5 Miles

N

DOWNTOWN INSET

SCHOLLS FERRY RD
TAYLORS FERRY RD
NIMBUS AVE
CASCADE AVE
GREENBURG RD
LINCOLN ST
80TH AVE
OAK ST
PINE ST
78TH AVE
72ND AVE
68TH PKWY
PFAFFLE ST
HAINES ST
DARTMOUTH ST
NORTH DAKOTA ST
121ST AVE
135TH AVE
BARROWS RD
WALNUT ST
TIEDEMAN AVE
MAIN ST
BURNHAM ST
RAIL TRAIL
SUNZIKER ST
WALL ST
PACIFIC HWY
GAARDE ST
MCDONALD ST
BONITA RD
HALL BLVD
ROSHAK RD
BULL MOUNTAIN RD
150TH AVE
BEEF BEND RD
DURHAM RD
85TH AVE
72ND AVE
SEQUOIA PKWY
UPPER BOONES FERRY RD
URBAN GROWTH BOUNDARY

SUMMER LAKE PARK
ENGLEWOOD PARK
NORTHVIEW PARK
JACK PARK
WOODARD PARK
FANNO CR PARK
BONITA PARK
COOK PARK
Tonquin Trail to Tualatin

NEAR-TERM PROJECTS

Figure 5-10

Near/Mid-Term Transportation Improvements

Tigard Urban Planning Area

Existing Facilities

- Major Roads
- Local Roads
- Multi-Use Path

Future Facilities

- ## Intersection Project
- ## Roadway Project
- HCT Corridor
- Neighborhood Path

Road Improvements

- Road Improvement (includes pedestrian and bike facilities)
- Complete Streets (adds sidewalks and bike lanes)
- Sidewalk
- Bike Lane
- Bike Boulevard

New Facilities

- New Road (includes pedestrian and bike facilities)
- Multi-Use Path

Other Map Elements

- TC Transit Center
- Tigard City Boundary

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0 0.125 0.25 0.5 Miles

NEAR & MID-TERM PROJECTS

DOWNTOWN INSET

TAYLORS FERRY RD
SCHOLLS FERRY RD
OAK ST
PINE ST
HAINES ST
DARTMOUTH ST
PFAFFLE ST
WALNUT ST
NORTH DAKOTA ST
MAIN ST
BURNHAM ST
GAARDE ST
MCDONALD ST
BONITA RD
BULL MOUNTAIN RD
BEEF BEND RD
DURHAM RD
UPPER BOONES FERRY RD
WALL ST
HALL BLVD
PACIFIC HWY
GREENBURG RD
LINCOLN ST
CASCADE AVE
NIMBUS AVE
BARROWS RD
ROSHAK RD
121ST AVE
135TH AVE
150TH AVE
80TH AVE
78TH AVE
72ND AVE
68TH PKWY
85TH AVE
SEQUOIA PKWY
TIEDEMAN AVE
SUNZIKER ST
FANNO CREEK TRAIL
WESTSIDE TRAIL
RAIL TRAIL
URBAN GROWTH BOUNDARY

FANNO CR PARK
SUMMER LAKE PARK
ENGLEWOOD PARK
NORTHVIEW PARK
JACK PARK
BOARD PARK
BONITA PARK
COOK PARK

Tualatin River Crossing
Tonquin Trail to Tualatin

Figure 5-11

All Transportation Improvements

Tigard Urban Planning Area

Existing Facilities

- Major Roads
- Local Roads
- Multi-Use Path

Future Facilities

- ## Intersection Project
- ## Roadway Project
- HCT Corridor
- Neighborhood Path

Road Improvements

- Road Improvement (includes pedestrian and bike facilities)
- Complete Streets (adds sidewalks and bike lanes)
- Sidewalk
- Bike Lane
- Bike Boulevard

New Facilities

- New Road (includes pedestrian and bike facilities)
- Multi-Use Path

Other Map Elements

- TC Transit Center
- Tigard City Boundary
- Water
- Parks

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0 0.125 0.25 0.5 Miles

ALL PROJECTS

DOWNTOWN INSET

TAYLORS FERRY RD
SCHOLLS FERRY RD
OAK ST
PINE ST
NORTH DAKOTA ST
PFAFFLE ST
HAINES ST
DARTMOUTH ST
WALNUT ST
MAIN ST
BURNHAM ST
SUNZIKER ST
WALL ST
GREENBURG RD
CASCADE AVE
NIMBUS AVE
LINCOLN ST
80TH AVE
78TH AVE
72ND AVE
68TH PKWY
121ST AVE
135TH AVE
150TH AVE
BARROWS RD
ROSHAK RD
TIEDEMAN AVE
HALL BLVD
85TH AVE
72ND AVE
BONITA RD
MCDONALD ST
GAARDE ST
BULL MOUNTAIN RD
BEEF BEND RD
DURHAM RD
JONES FERRY RD
PACIFIC HWY
99W
WESTSIDE TRAIL
FANNO CREEK TRAIL
FANNO CR PARK
ENGLEWOOD PARK
SUMMER LAKE PARK
NORTHVIEW PARK
JACK PARK
BONITA PARK
COOK PARK
Tualatin River Crossing
Tonquin Trail to Tualatin
URBAN GROWTH BOUNDARY

SPECIAL AREAS

The following section identifies the three areas within the City -- Tigard Triangle, Washington Square Regional Center, and Downtown -- with growth opportunities but also significant transportation challenges. Each of the three areas is described below, including a summary of current transportation challenges and following by strategies for infrastructure investments which are depicted in Figures 5-12 through 5-15.

In addition to improvement projects, this 2035 TSP identifies non-SOV mode split targets for the Tigard Triangle that are higher than required by the Metro RTP (see Table 5-3). Achieving these targets will require integrated land use and parking management strategies.

Land Use Planning

Each of these areas is designated for significant housing and employment growth. The land in the Tigard Triangle is zoned for commercial development (west of 72nd Avenue) and mixed-use development (east of 72nd Avenue). Development of commercial and residential uses in close proximity to each other promotes walking trips for commute trips and non-commute travel. These opportunities can be captured by incorporating densities, mixed-uses, design standards and other land use strategies in the overall planning efforts for the areas.

An initial look at land use alternatives will occur with the initial phases of HCT planning. Development patterns that support HCT -- such as mixed uses, higher densities, pedestrian orientation -- will encourage the public investments necessary to implement HCT. As future transportation and land uses studies for HCT move forward, they will help to identify complementary land use and transportation investments to support HCT and other transit service to Tigard.

Parking Management

Parking management will be a critical component of creating travel options to and from each sub-area. Adequate parking is essential to economic vitality; at the same time too much parking can degrade the pedestrian environment and cause excessive physical space dedicated to parking. A review of parking requirements and parking management measures is warranted in conjunction with land use planning for these areas. In particular, as more emphasis and investment is directed toward walk, bike, and transit trips, the amount of parking and the way that it is used will be modified to support the priority purposes of each subarea.

Tigard Triangle

The Tigard Triangle is a priority opportunity for community development and economic activity. The Triangle has long been a retail and commercial hub within the City. Today, the Triangle is zoned for commercial and mixed-use development and is identified as an area of significant future growth in housing and jobs.

Although the area is bordered by three major regional roadways, in many ways those roadways function as barriers to access the Triangle. Travel to and from the Tigard Triangle is funneled from

Pacific Highway via 72nd Avenue, Dartmouth Street and 68th Parkway; the Highway 217/72nd Avenue interchange; the northbound I-5 interchange with Haines Street; and, the southbound I-5 interchange with Dartmouth Street.

Access to and from the Tigard Triangle area is and will remain a critical issue to the success of the Tigard Triangle area. The majority of employees and customers traveling to the area on City streets access the Tigard Triangle area off of Pacific Highway. There is considerable congestion on Pacific Highway in the vicinity of the Tigard Triangle and this congestion is forecast to worsen with future development and regional growth.

A second issue with the Tigard Triangle relates to non-auto mobility/circulation to/from and within the area. The Triangle area as a whole is generally sloping downward from Pacific Highway and I-5 to Highway 217. The topography makes pedestrian and bicycle transportation more difficult. These conditions are worsened by incomplete bicycle and pedestrian systems within the Triangle.

At the broadest level, options for improving access to the Tigard Triangle area fall into the following categories:

- Provide additional intersection and roadway capacity improvements to improve traffic operations at the boundary streets.
- Minimize additional roadway capacity infrastructure investment and focus on travel demand management (TDM) programs.
- Provide better facilities for alternative modes (transit, bicycles, pedestrians, etc.)
- Create a mix of critical additional capacity and implementing TDM programs.

Infrastructure Investments

Figure 5-12 shows the planned roadway improvement projects related to access to the Tigard Triangle. Within the Triangle, the improvement projects include several capacity enhancements to existing roadways, extension of Atlanta Street to connect 68th Avenue and Dartmouth, and a new Highway 217 overcrossing connecting to Hunziker Street to Hampton Street. The Atlanta Street extension and Hunziker Street overcrossing would provide needed additional circulation options for auto and non-auto modes of transportation within the Tigard Triangle. In addition, the Hunziker Street overcrossing would provide an additional access to the Tigard Triangle area from the south and west.

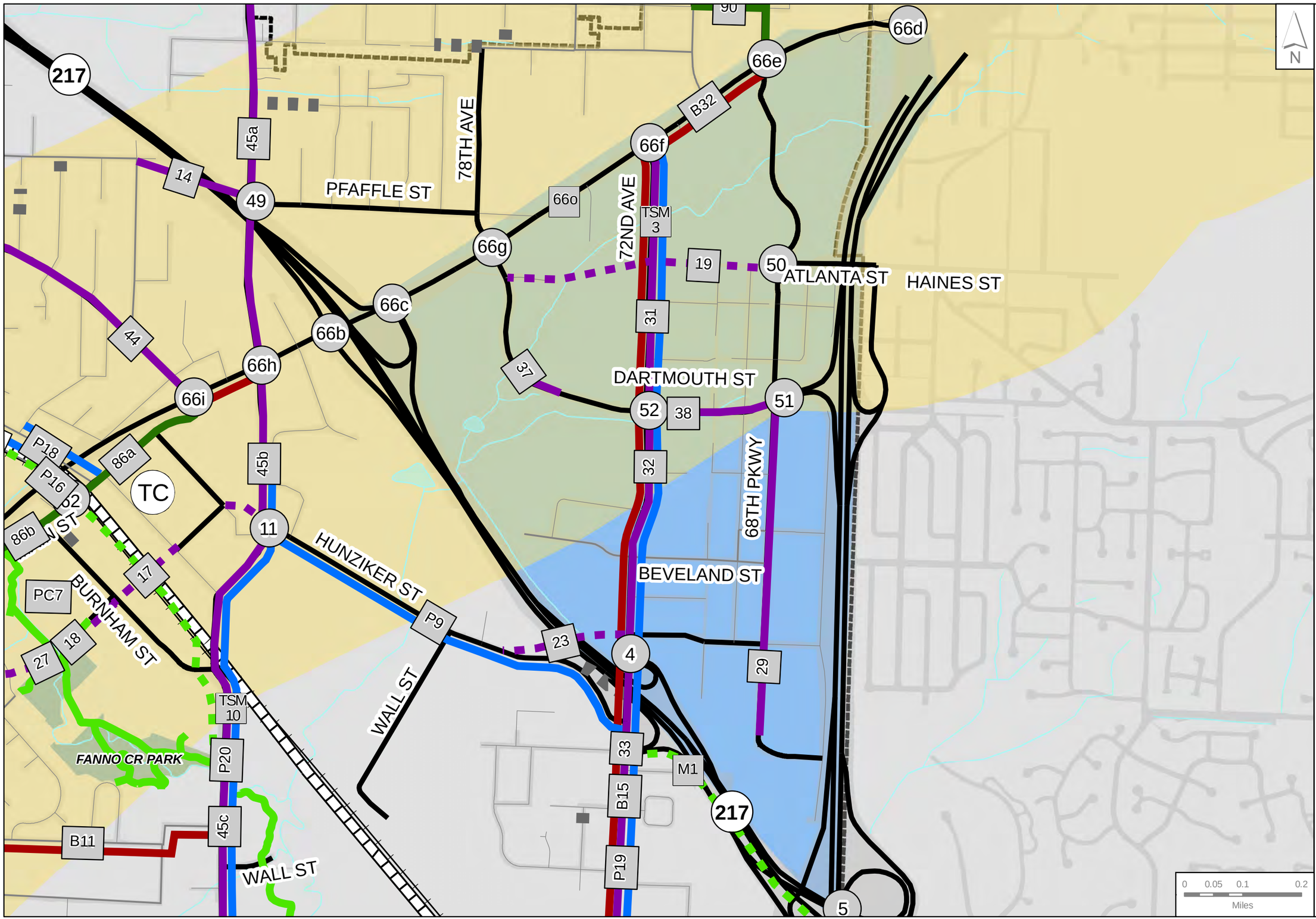

Figure 5-12

Tigard Triangle Planned Improvements

Tigard Urban Planning Area

Existing Facilities

- Major Roads
- Local Roads
- Multi-Use Path

Future Facilities

- ## Intersection Project
- ## Roadway Project
- HCT Corridor
- Neighborhood Path

Road Improvements

- Road Improvement (includes pedestrian and bike facilities)
- Complete Streets (adds sidewalks and bike lanes)
- Sidewalk
- Bike Lane
- Bike Boulevard

New Facilities

- New Road (includes pedestrian and bike facilities)
- Multi-Use Path

Other Map Elements

- TC Transit Center
- Tigard City Boundary
- Water
- Parks

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The plan also includes widening 72nd Avenue (arterial) and Dartmouth Street (collector) to five lanes. Without careful design of both facilities, these could end up functioning as a surrogate for I-5 travel and could become significant pedestrian and bicycle barriers within the Tigard Triangle. An initial step toward realizing these projects is a corridor study (see Table 5-4) to review street cross sections and potential parallel routes. Specific project considerations for the Tigard Triangle can be found in *Technical Memorandum #5 in the Volume 3 Technical Appendix*.

Washington Square Regional Center

The Washington Square Regional Center (WSRC) is the only designated Regional Center in the City of Tigard. It is primarily designated for mixed-use development and is an area of the City with significant forecast job growth. Some of the highest job growth in the WSRC is on the west side of Highway 217 both in Tigard (south of Scholls Ferry Road) and Beaverton (north of Scholls Ferry Road). This is why the Washington Square Regional Center (WSRC) Plan, completed in 1999, included major infrastructure investments aimed at connecting the Washington Square Mall with the land uses on the west side of Highway 217.

The WSRC is criss-crossed by Highway 217, Scholls Ferry Road, and Greenburg Road and partially bounded by Hall Boulevard and Fanno Creek. Travel in and out of the area is primarily funneled through the Highway 217/Scholls Ferry Road and Highway 217/Greenburg Road interchanges and the Scholls Ferry Road/Hall Boulevard intersection. All of these facilities are under the jurisdiction of either ODOT or Washington County and currently experience significant peak hour congestion and queuing.

The WSRC has a transit center at Washington Square served by TriMet Routes 43, 45, 56, 62, 76, and 78 connecting it to the Beaverton, Sunset, Tigard, and Lake Oswego Transit Centers, as well as the City of Tualatin and downtown Portland. It also has a Westside Express Service (WES) commuter rail station located on the west side of Highway 217 near Hall Boulevard. Although all of the major facilities in the WSRC have sidewalks (with the exception of segments of Greenburg Road), the size, traffic volumes, and design of all of the intersections and roadways within the WSRC do not create a very desirable environment for pedestrians to travel within the WSRC. Similarly, the absence of bicycle lanes on Greenburg Road and around of the Highway 217 ramp terminals on Scholls Ferry Road compromise cycling access to the WSRC.

The WSRC is an important regional center in Tigard and Washington County. Multi-modal access and accommodation of growth continue to be priorities. Options for improving access to the WSRC area fall into the following categories:

- Provide better facilities for alternative modes (transit, bicycles, pedestrians, etc.)
- Focus on travel demand management (TDM) programs to optimize existing roadway infrastructure.
- Provide intersection and roadway capacity improvements to improve traffic operations at the boundary streets.

Additionally, the WSRC Master Plan is identified for a review and potential update (See Table 5-4).

Infrastructure Investment

Figure 5-13 shows the planned improvement projects serving the WSRC vicinity. The 1999 WSRC Plan proposed two bridges and roadways to connect the WSRC across Highway 217 to reduce the magnitude of this barrier: the northern crossing extended from Washington Square Mall Road across Highway 217 connecting to Cascade Avenue; the southern crossing conceptually extending Locust Street across Highway 217 to Nimbus Avenue. The connectivity benefits of these two roadway extensions would be enhanced by extending Nimbus Avenue south roughly parallel to the WES Commuter Rail tracks to Greenburg Road. Although these facilities would provide secondary circulation to Highway 217 and improve multi-modal access to the Washington Square Area, they are not considered feasible due to their high cost and likely significant environmental impacts. As shown in Figure 5-13 the 2035 TSP modifies the northern crossing for pedestrians and bicyclists only, but is not identified as a vehicle connection due to cost and constructability constraints.

Other infrastructure improvements planned within the WSRC include the southern Highway 217 crossing connecting Nimbus Avenue to Locust Street, pedestrian improvements throughout the WSRC, bicycle lanes on Greenburg Road, street connectivity enhancements on Oak Street, Lincoln Street, and Locust Street, and intersection and roadway capacity enhancements on Greenburg Road, Scholls Ferry Road, and Hall Boulevard. *Specific project considerations can be found in Technical Memorandum #5 in the Volume 2 Technical Appendix.*

Downtown

The City of Tigard is committed to creating a downtown that is active, has a compact urban form, and provides multi-modal access and circulation. Public investments and planning activities for downtown are intended to provide a catalyst for economic development. Significant growth in downtown is planned for both employment and housing uses.

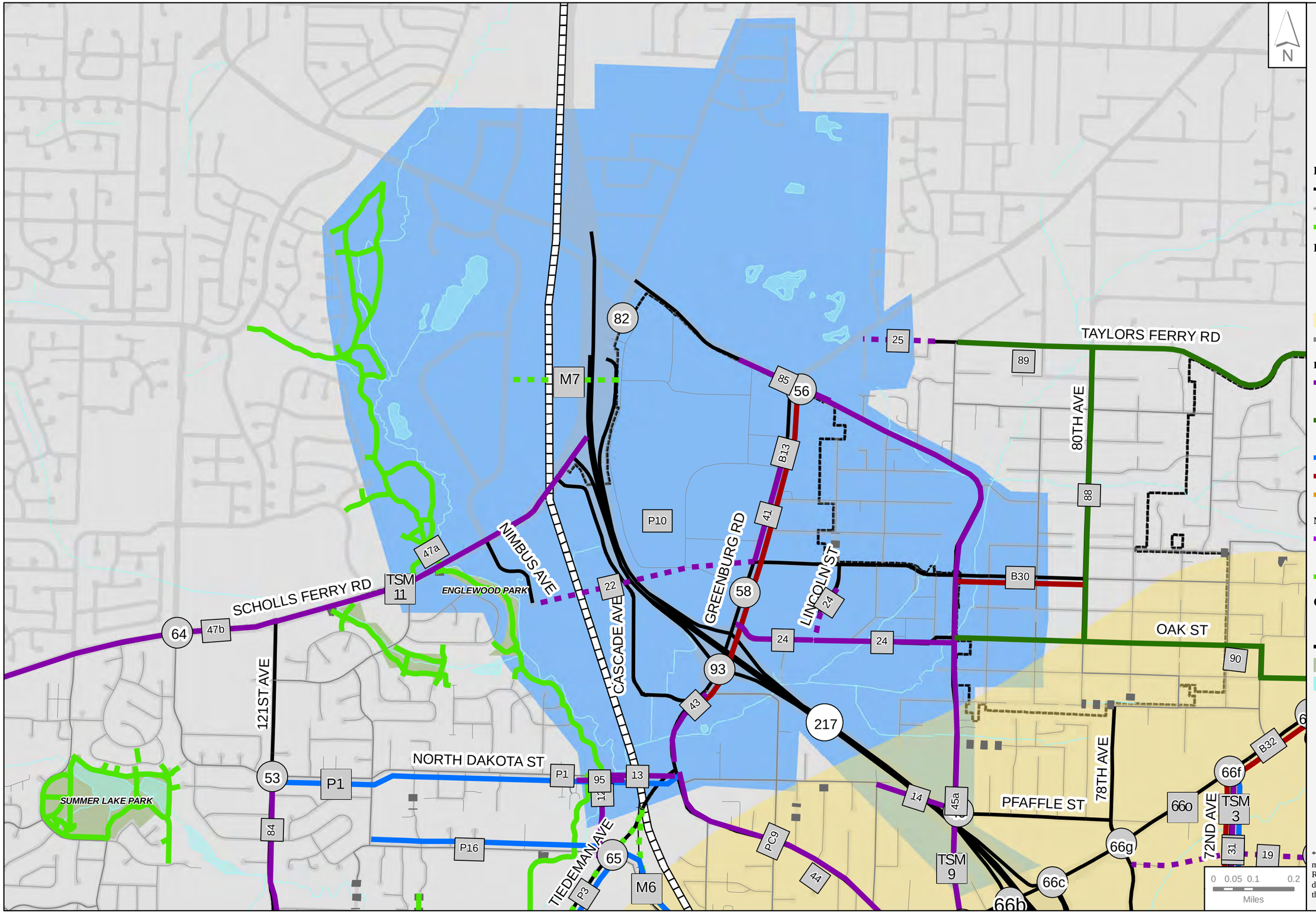
Downtown is primarily located south of Pacific Highway between Hall Boulevard and Fanno Creek but also extends north of the Pacific Highway near Greenburg Road and Hall Boulevard. Pacific Highway and Hall Boulevard are the primary access routes to the downtown area. Pacific Highway currently experiences significant peak hour congestion and queuing which also impacts travel on Hall Boulevard. The Pacific Highway viaduct over the railroad tracks creates a grade separation between Pacific Highway and Main Street and limits both access and visibility to the Downtown from the highway.

Downtown Tigard has a transit center which is served by Trimet Routes 12, 45, 64, 76, and 78 connecting it to the Beaverton Transit Center, Sherwood, Lake Oswego, Tualatin, and downtown Portland. The Tigard Transit Center is also served by WES Commuter Rail. The existing transit service available to Downtown Tigard, combined with future plans to enhance WES service and provide high capacity transit along the Pacific Highway corridor, position Downtown to have transit service that can support increased employment and residential growth in the area despite existing congestion along Pacific Highway.

Figure 5-13

WSRC Planned Improvements

Tigard Urban Planning Area



Existing Facilities

- Major Roads
- Local Roads
- Multi-Use Path

Future Facilities

- ## Intersection Project
- ## Roadway Project
- HCT Corridor
- Neighborhood Path

Road Improvements

- Road Improvement (includes pedestrian and bike facilities)
- Complete Streets (adds sidewalks and bike lanes)
- Sidewalk
- Bike Lane
- Bike Boulevard

New Facilities

- New Road (includes pedestrian and bike facilities)
- Multi-Use Path

Other Map Elements

- TC Transit Center
- Tigard City Boundary
- Parks
- Water

TIGARD

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Although Pacific Highway and Hall Boulevard have sidewalks and bicycle lanes (with the exception of a few gaps in the sidewalk system on Hall Boulevard), the lack of local and collector street connectivity and existing roadway geometry within the downtown area do not create a very desirable environment for pedestrians and bicyclists to travel within the downtown.

At the broadest level, options for improving access to the downtown area fall into the following categories:

- Improve local and collector roadway connectivity to and within Downtown.
- Provide better facilities for alternative modes (transit, bicycles, pedestrians, etc.)
- Enhance intersection capacity on Pacific Highway to increase access the ability to cross and access Pacific Highway from Walnut Street, Greenburg Road, and Hall Boulevard.

Infrastructure Investment

Figure 5-14 shows the additional multi-modal improvement projects related to the Downtown area which include Main Street streetscape improvements, a mixed-use trail along the rail corridor, and Ash Street extensions east across the railroad tracks and west and north to Pacific Highway. *Specific project considerations can be found in Technical Memorandum #5 in the Volume 2 Technical Appendix.*

Figure 5-14

Downtown Planned Improvements

Tigard Urban Planning Area

Existing Facilities

- Major Roads
- Local Roads
- Multi-Use Path

Future Facilities

- ## Intersection Project
- ## Roadway Project
- HCT Corridor
- Neighborhood Path

Road Improvements

- Road Improvement (includes pedestrian and bike facilities)
- Complete Streets (adds sidewalks and bike lanes)
- Sidewalk
- Bike Lane
- Bike Boulevard

New Facilities

- New Road (includes pedestrian and bike facilities)
- Multi-Use Path

Other Map Elements

- TC Transit Center
- Tigard City Boundary
- Parks
- Water

0 0.025 0.05 0.1 Miles

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ADDITIONAL TRAVEL MODES

This section summarizes the planned facilities for rail, air, water and pipeline needs in the City of Tigard.

Rail

Railroad tracks traverse Tigard from its northern boundary to the southeast where the tracks cross the Tualatin River into the City of Tualatin and further south (parallel to I-5 to just north of Salem). Another set of tracks, just south of Bonita Rd., turns east to Lake Oswego/Milwaukie and Southeast Portland. North of Tigard, the tracks go on into Beaverton and Hillsboro. They are both owned by Portland & Western (P&W), a sister company of Willamette & Pacific (W&P) Railroad.

Presently all the grade crossings of the railroad and roadways in Tigard are controlled by gated crossings. There are a few private crossings which are not gated. Grade separation of the railroad crossings has not been determined to be necessary at any of the existing crossings. The highest volume at-grade crossing in Tigard is on Scholls Ferry Road. Because of the close proximity of the rail crossing to the Highway 217 interchange, potential future improvements on Highway 217 should consider the operational need of Scholls Ferry Road south of Highway 217[17].

A commuter rail system, linking Wilsonville and Beaverton/Hillsboro currently operates on the P&W between Beaverton and Wilsonville. The system travels through Tigard with one stop in downtown Tigard. The RTP has plans to increase the frequency of service on this line which is supported by the city

Pedestrian/Bicycle Railroad Crossings

The existing freight and commuter rail corridor presents a barrier to access for pedestrians and bicyclists in Tigard. Although new multi-use pathways are desirable, current ODOT Rail policy related to at-grade crossings is to reduce the number of at-grade rail crossings. In particular, the 2001 Oregon Rail Plan expresses a desire for a reduction in at-grade railroad crossings within Tigard.

There are nine at-grade railroad crossings in Tigard, and one grade-separated crossing at Highway 99W. Of the ten crossings, six have existing sidewalks and five have bicycle facilities. Several track crossings are currently "demand" trails and not part of the formal or approved transportation system. These are worn paths across the tracks and could be used as locations for potential future

[17] Outside the 20 year perspective of this plan, it may become necessary to consider a grade separation of the railroad crossing. While not part of this TSP, this concept should be considered in future planning of the Scholls Ferry Corridor. A grade separation concept may include a viaduct Scholls Ferry Road from Highway 217 to south of Nimbus. Urban interchanges would need to be designed for Nimbus and Cascade. This viaduct approach may preclude the need for seven lanes on Scholls Ferry Road. This type of alternatives analysis would be necessary in the project development of any Scholls Ferry Road widening, Highway 217 widening and/or rail crossing changes.

grade-separated crossings for pedestrians and bicyclists. Currently, Grant Avenue ends at Tigard Street near the railroad tracks, directly across from 95th Avenue. There is a worn path across the tracks connecting these two roadways. There is another demand trail where Katherine Street ends at the west side of the railroad tracks.

In addition to crossings with existing demand, additional connections across the railroad tracks to the Tigard Transit Center would benefit pedestrians and bicyclists accessing transit lines. Currently, there are two connections on either side of the transit center, at Main Street and Hall Boulevard, but these crossings are nearly 1,500 feet apart.

Any potential crossings needed for future multi-use pathways, for instance connecting the Fanno Creek Trail with regional destinations such as the Tigard Triangle and the Washington Square Regional Center will need to be coordinated with ODOT Rail to ensure consistency with their policies.

Air

Tigard is served by the Portland International Airport, located in Northeast Portland on the Columbia River. The Portland International Airport is a major air transportation and freight facility, which serves Oregon and Southwest Washington. It provides a base for over twenty commercial airlines and air freight operations. Ground access to Portland International Airport from Tigard is available by automobile, taxi and shuttle, and light rail which is not located in Tigard but has connecting service in Tigard via bus and the Westside Express Service.

Tigard is also served by the Portland-Hillsboro Airport, a general aviation facility located in the north central portion of the Hillsboro. The airport facility is owned and operated by the Port of Portland as part of the Port's general aviation reliever system of airports. The Port of Portland maintains a Master Plan for this facility.

No airports exist or are expected within the City in the future. Therefore, no policies or recommendations in this area of transportation are provided for Tigard.

Water

The Tualatin River is located along the southern border of Tigard. It is used primarily for recreational purposes. No policies or recommendations in this area of transportation are provided.

Pipeline

There are high pressure natural gas feeder lines owned and operated by Northwest Natural Gas Company along several routes in Tigard. The locations of these lines are not identified due to potential security concerns. No future pipelines are expected within the City. No changes to policies or investments are included in the 2035 TSP.

Section 6
Transportation Funding Element

Transportation Funding Element

The 2035 Tigard Transportation System Plan (2035 TSP) includes projects under the jurisdiction of the city, state, county, and other local jurisdictions. By extension, transportation capital improvements are typically funded through a combination of state, city, county, and private funds. This section documents Tigard's projected transportation revenues and estimated project costs, as well as summarizing other potential revenue sources.

ESTIMATED TRANSPORTATION REVENUES

Tigard's transportation revenues were projected based on historic trends. Available funds are typically split between operating expenditures (i.e maintenance, services, materials) and capital expenditures (i.e. new roadways, or pedestrian/bicycle facilities). The majority of the projects included in this document are considered capital expenditures. Table 6-1 provides a summary of the funding types available, the forecast revenues and the potential application of these revenues (operating, capital, or maintenance). As shown, the City of Tigard currently estimates revenues for transportation from 2011 to 2035 to be approximately $1,750,000 per year (2009 dollars) for capital expenditures.

TABLE 6-1 FUTURE CITY TRANSPORTATION REVENUES FOR CAPITAL PROJECTS (2009 DOLLARS)

Source	Forecast Annual City Revenues	Typical Use of Funds (Operating or Capital)	Forecast Annual City Capital Revenues	Percentage of Total Forecast Capital Revenues
State Motor Vehicle Fund	$3,000,000[1]	Operating (75%) Capital (25%)	$750,000[1]	43%
County Gas Tax	$200,000	Operating (75%) Capital (25%)	$50,000	3%
City Gas Tax	$650,000	Capital (100%)	$650,000	37%
TIF & TDT	$300,000	Capital (100%)	$300,000	17%
Street Maintenance Fees	$1,700,000[2]	Maintenance (100%)	$0	0%
Annual Total			**$1,750,000**	**100%**
0-5 Year Revenues			$8,750,000	
6-10 Year Revenues			$8,750,000	
11-15 Year Revenues			$8,750,000	
16-25 Year Revenues			$17,500,000	
25 Year Capital Revenues			**$43,750,000**	

[1] Once State Transportation Bill takes full effect in FY 2012/2013
[2] $800,000 in 2010-11, $1,175,000 in 2011-12, $1,552,000 in 2012-13, $1,700,000 each year after.

- The **State Motor Vehicle fund** has provided and will likely continue to provide the most significant portion of the funding for Tigard's transportation system. A major component of the State Motor Vehicle fund is a fuel tax (per gallon).
- Together, the **City** and **County Gas Taxes** provides the second largest source of transportation funding to the city. It should be noted that House Bill 2001 passed in the 2009 legislative session prohibits cities from raising fuel taxes between 2009 and 2014. Although the gas tax is recessive as vehicle efficiency increases, this is expected to be balanced out by the anticipated overall increase in vehicle miles traveled projected within the city.
- **Transportation Impact Fees (TIFs) and Transportation Development Taxes (TDTs)** are an excellent source of revenues for growth-required needs, but TIFs and TDTs are only collected on development activity, so the revenues stream from TIFs and TDTs are volatile depending on market conditions.
- The **MSTIP** is the Washington County Major Streets Transportation Improvement Program. The majority of county-funded road improvement projects are paid for via MSTIP using local property taxes. It is difficult to project how much MSTIP funds will be spent on county roads within the City of Tigard on any given cycle. The amount provided above represents an anticipated annual average.

Bonds were not considered as a potential revenue source as they do not increase revenue; rather, they allow the city to spend several years' worth of anticipated revenues over a short period of time.

In addition to the general revenue sources identified in Table 6-1, Washington County and ODOT typically allocate funding to projects within the City on their facilities. Estimates of annual revenues that are not at the discretion of the City but that are spent on roadway facilities within the City are shown Table 6-2.

TABLE 6-2 FORECAST NON-CITY TRANSPORTATION REVENUES FOR CAPITAL PROJECTS (2009 DOLLARS)

Source	Forecast Annual Non-City Capital Revenues	Percentage of Total Forecast Non-City Capital Revenues
MSTIP Funds used in City	$500,000[1]	50%
Potential State/Federal Fees used in City	$500,000[1]	50%
Annual Total	**$1,000,000**	**100%**
0-5 Year Revenues	$5,000,000	
6-10 Year Revenues	$5,000,000	
11-15 Year Revenues	$5,000,000	
16-25 Year Revenues	$10,000,000	
25 Year Revenues (Cumulative)	**$25,000,000**	

[1] Project specific. Amount listed is an estimate based on historical annual average.

ESTIMATED TRANSPORTATION PROJECT COSTS

The estimated costs of the comprehensive multimodal improvements identified in Section 5 are summarized in Table 6-3.

TABLE 6-3 TRANSPORTATION PROJECT COST SUMMARY BY PRIORITY

PRIORITY	ALL PROJECTS	FINANCIALLY CONSTRAINED LIST
Near-Term	$213,810,000	$168,330,000
Mid-Term	$196,770,000	$94,760,000
Long-Term	$247,310,000	$20,190,000
TOTAL	**$657,310,000**	**$283,280,000**

As shown in the table, the total project costs far exceed the approximately $69 million in transportation revenue that will be available to the City for capital improvements over the planning horizon. There are several reasons for the significant discrepancy between anticipated City resources and estimated costs.

First, it is understood that many of the projects identified in Section 5 will not be constructed within the planning horizon of the TSP. However, it is valuable to identify these projects as potential solutions to existing and forecast needs. Identifying these potential transportation improvements helps ensure that the City preserves right of way for future projects and also that it can respond to opportunities in transportation and land development.

Also, the majority of transportation projects will require partnerships with other agencies or private developers. In some cases, the City may be responsible for a small percentage of project costs. This is especially true of large projects on county or state owned facilities, such as interchanges projects on the freeway system. In some cases projects will be constructed as part of larger developments and will be funded in part by private developers. The financially constrained project list incorporates potential capital from all known public and private sources.

OTHER POTENTIAL FUNDING SOURCES

There is a significant disparity between the total cost of the projects identified in the 2035 TSP and the projected revenues. Some additional potential local transportation system funding sources the City may wish to consider include: 1) transportation utility fees, 2) urban renewal districts and/or 3) local improvement districts (LIDs). Each of these alternative funding sources is described below, followed by descriptions of several state grant programs for transportation funding.

Transportation Utility Fee

The City of Tigard currently has a Street Maintenance Fee which is a form of a Transportation Utility Fee. The City's current fee is dedicated to street maintenance projects only. Transportation Utility Fees are based on consideration of transportation systems as utilities just like public water,

wastewater, or stormwater systems. Fees are typically assessed by usage (e.g., average vehicle trips per development type). A growing number of cities in Oregon are adopting transportation utility fees that also fund capital projects, including pedestrian and bicycle projects.

Urban Renewal District

An Urban Renewal District is an area that is designated by a community as a "blighted area" to assist in revitalization. Funding for the revitalization is provided by urban renewal taxes, which are generated by the increase in total assessed values in the district from the time it was first established. Tigard has an established urban renewal districts in the downtown area of the City.

Urban Renewal dollars can be used to fund infrastructure projects such as roadway, sidewalk, or transit improvements. Since funding relies on taxes from future increases in property value, the City may seek to create a District where such improvements will likely result in such an increase.

Local Improvement Districts (LIDs)

Under a Local Improvement District (LID), a street or other transportation improvement is built and the adjacent properties that benefit are assessed a fee to pay for the improvement. LID programs have wide application for funding new or reconstructed streets, sidewalks, water/sewer or other public works projects. The LID method is used primarily for local or collector roads, though arterials have been built using LID funds in certain jurisdictions.

State Grant Programs

The following programs provide project specific grants for transportation funding and should be explored on an on-going basis.

Community Development Block Grants (CDBG)

CDBG Program funds are offered through the Federal Department of Housing and Urban Development although administered through the state. To receive CDBG funds, cities must compete for grants based upon a formula that includes factors such as rural/urban status, demographics, local funding match, and potential benefits to low-to-moderate income residents, including new job creation. CDBG funds can also be used for emerging public work needs.

Special Public Works Funds (SPWF) and Immediate Opportunity Funds (IOF) — Lottery Program

The State of Oregon through the Economic and Community Development Department provides grants and loans to local governments to construct, improve, and repair public infrastructure in order to support local economic development and create new jobs.

SPWF and IOF funds have been used in a number of cities for the construction of water, sewer, and limited street improvements. These funds are limited to situations where it can be documented how a project will contribute to economic development and family-wage job creation.

State Bicycle-Pedestrian Grants[18]

ODOT's Bicycle and Pedestrian Program administers two grant programs to assist in the development of walking and bicycling improvements: local grants and Small-Scale Urban Highway Pedestrian Improvement (SUPI) programs. For both these grants, cities that have adopted plans with identified projects will be in the best position to receive grants. Cities and counties can apply for local grants for bicycle and pedestrian projects within the right-of-way of local streets. Local grants up to $100,000 are shared 80% State and 20% local. Projects that consider the needs of children, elderly, disabled, and transit users are given special consideration.

In the SUPI process, cities and counties help ODOT identify sections of urban highways where improvements are needed. Examples of eligible projects include:

- completing short missing sections of sidewalks;
- ADA upgrades;
- crossing improvements (e.g., curb extensions, refuges, crosswalks); and,
- intersection improvements (e.g., islands and realignment)

SUPI projects are located on highways that have no modernization projects scheduled for the foreseeable future. Projects that have a local funding match are typically viewed the most favorably because this indicates strong local support. Projects on highways that cost more than $100,000, require right-of-way, or have environmental impacts need to be submitted to ODOT for inclusion in the STIP. Cities and counties can apply annually for bike path or sidewalk grants of projects they have selected. Grants for projects on local street systems have a match of 20 percent and projects next to state highways have a lower match requirement. Bicycle-pedestrian grants are generally below $125,000 per project. Project evaluation and selection is made annually statewide by the Statewide Bicycle/Pedestrian Committee.

ODOT Transportation Enhancement Program

The ODOT Transportation Enhancement program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of the transportation system. The funds are available for twelve "transportation enhancement activities," which are categorized as:

- Pedestrian and Bicycle projects;
- Historic Preservation related to surface transportation;
- Landscaping and Scenic Beautification; and
- Environmental Mitigation.

[18] Source: http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/mainstreethandbook.pdf

The Enhancement Program funds special or additional activities not normally required on a highway or transportation project. So far, Oregon has funded more than 150 projects for a total of $63 million. Enhancement Grants are available through an ODOT process that awards construction funds for three fiscal year periods at a time with applications typically due in spring. The most recent application was in 2008 to fund projects in 2011 to 2013.

State Parks Funds

Recreational Trails Grants are national grants administered by the Oregon Parks and Recreation Department (OPRD) for recreational trail-related projects, such as hiking, running, bicycling, off-road motorcycling and all-terrain vehicle riding. OPRD gives more than $4 million annually to Oregon communities and has awarded more than $40 million in grants across the state since 1999.

Section 7
Implementation Plan

Implementation Plan

The Transportation Planning Rule (TP), as codified in OAR 660-012-0020(2)(h), requires that local jurisdictions identify land use regulations and code amendments needed to implement the TSP and include them as the implementation element of the TSP. To that end, recommended changes to the City's planning regulations need to implement the TPS are provided in *Technical Memorandum #6: Draft Implementation Plan in Volume 2 of the Technical Appendix*.

The implementation measures are based primarily on policy and code deficiencies that were identified in the Document Review and Issues Report (Issues Report), *Technical Memorandum 2 in Volume 2 of the Technical Appendix*, which assessed the consistency of the existing Tigard TSP and Community Development Code with regulatory requirements. The implementation measures also reflect projects and recommendations in the TSP as well as discussions with project team members.

The recommended implementation measures address the needs of the transportation dependent and disadvantaged; system connectivity; ways of supporting and promoting walking, biking, and taking transit; and the treatment of transportation facilities in the land use planning and permitting process. Most of the measures involve changes to the Tigard Community Development Code (TCDC), or "code."

The implementation measures that reflect strategies identified in the TSP emphasize maximizing the capacity of existing and recommended facilities, and in particular encouraging modes other than driving alone because an increase in transit, walk, and bike mode shares is essential to the future transportation system in Tigard. These measures constitute a combination of potential amendments to the City's code or Comprehensive Plan, as well as additional planning, and administration and programming to be coordinated by the City.

Section 8
Glossary

Glossary

ACM: Active Corridor Management: strategies to improve traffic flow by expanding traveler information and upgrading traffic signal equipment and timing

Bio-swale: A landscape element that captures storm water and filters pollutants before allowing the water enters the drainage system

CAC: Citizen Advisory Committee

Complete street: Roadway optimized for multi-modal transportation, including facilities for motor vehicles, pedestrians and bicycles, and providing drainage and landscaping where appropriate

GHG: Greenhouse gas

HCT: High capacity transit

LOS: Level of Service; average delay experienced by motor vehicles at an intersection

Mode share: percentage of travel using a particular mode (e.g. biking, walking, driving, etc.)

Multi-modal (transportation system): a transportation system accommodating multiple travel modes, including motor vehicles, pedestrians, transit, and bicycles

NTM: Neighborhood Traffic Management: utilization of traffic control devices in residential neighborhoods to slow traffic or possibly reduce the volume of traffic; also called "traffic calming"

OAR: Oregon Administrative Rules

ODOT: Oregon Department of Transportation

ORS: Oregon Revised Statutes

Pedestrian-actuated: Activated by pedestrian, either by push-button or sensor

RTP: Regional Transportation Plan: for the Portland region, the RTP is developed by Metro to provide a regional framework for transportation planning and investment, including implementation of Metro's 2040 Growth Concept

SOV: Single occupancy vehicle

TAC: Technical Advisory Committee

TDM: Travel (or Transportation) Demand Management: any method intended to shift travel demand from single occupant vehicles to non-auto modes or carpooling, travel at less congested times of the day, or help people reduce their need to travel altogether

TSMO: Transportation System Management and Operations: TSMO is the term used in Metro's Regional Transportation Plan (RTP) Update emphasizing corridor management measures to improve traffic flow on arterials. Measures include strategies such as traveler information, upgrading traffic signal equipment and timing, and signal enhancements that detect and prioritize transit vehicles at signalized intersections

WACO: Washington County

WSRC: Washington Square Regional Center

October 12, 2010

Goal 12: Transportation (Tigard Comprehensive Plan language)

An important tool for a community to use when preparing for future growth is a long range transportation plan. It acts as the principal document for staff, decision makers, and the public to identify the function, capacity, and location of future facilities, direct resources to transportation projects, and provide the community with the level of investment that will be needed to support anticipated development within the community.

The goals and policies contained in this chapter were developed to guide the long range planning, development, and management of the City's transportation system. They incorporate and build upon previous transportation goals and policies and prior plans adopted by the City. They also integrate regional and statewide planning rules and policy, including the requirement for a multi-modal, balanced approach to transportation policy. Coordination with the City's regional partners is particularly important to the successful implementation of these policies.

Goal 12: Transportation
"*To provide and encourage a safe, convenient, and economic transportation system.*"

The 2035 Tigard Transportation System Plan (2035 TSP), an update of the previously adopted plan, was initiated in 2008 and completed in 2010. The completion of the 2035 TSP satisfies the requirements for Goal 12 and is timely for two reasons. First, traffic congestion has consistently ranked as the number one issue facing Tigard in community attitude surveys and the City is committed to finding solutions to this issue. Secondly, the community has developed a vision for Tigard's future and a key component of this vision is developing an efficient and balanced multi-modal transportation system. The 2035 TSP supports that vision, addresses community needs, communicates the City's aspirations, and conforms to state and regional policies.

The Oregon Revised Statutes require that the transportation plan be based on the current Comprehensive Plan land uses and that it provide for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of the 2035 TSP was guided by Oregon Revised Statute 197.712 and the Department of Land Conservation and Development (DLCD) Transportation Planning Rule (TPR) contained in Oregon Administrative Rule 660-012.

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

Additional requirements were adopted by the Oregon Legislature in 2009 in Oregon House Bill 2001 - Jobs & Transportation Act (JTA). Among the chief changes introduced in JTA is an emphasis on sustainability. JTA requires the development of a least cost planning model, as well as planning for reduction in greenhouse gas emissions. Precise implementation measures and evaluation technologies are still under development. However, these elements were integrated in concept in the 2035 TSP.

The 2035 TSP was also prepared consistent with the Portland Metro 2035 Regional Transportation Plan (RTP). The RTP provides a regional framework for transportation planning and investment, including implementation of Metro's 2040 Growth Concept. The 2035 TSP has been developed in close coordination with the RTP in order to ensure consistency at the state and regional levels.

Additionally, transportation planning in Tigard is shaped by opportunities and constraints as much as by transportation needs. Growth within Tigard and the surrounding area increases travel demand and associated congestion, while the built environment also makes major roadway expansions costly to construct. At the same time that these costs rise, competition is high for scarce transportation funding resources.

There is also a greater awareness of the negative impacts that come from creating an environment geared toward reliance on personal automobile travel. There is growing concern about greenhouse gas emissions as well as dependency on foreign oil and rising fuel costs. Reliance on automobile travel instead of active transportation, such as walking and cycling, is also one culprit in the rise of obesity, including among children. While there are myriad strategies to combat these issues, a critical role for transportation is the provision of a balanced, multi-modal transportation system.

These challenges – the built environment, high costs, limited funding, environmental impacts, and personal health issues – were significant in shaping the 2035 TSP. At the same time, they helped direct the plan toward opportunities to integrate Tigard's transportation system with regional and state investment plans; to promote land use patterns that support those investments; to minimize impacts to the local community; and, to provide Tigard residents with options for personal, recreational, and commute travel.

Key Findings

- The City's Transportation System Plan must comply with the Transportation Planning Rule (Oregon Administrative Rule 660-012) and Metro's Urban Growth Management Functional Plan.
- Transportation System Management (TSM) can be an effective way to improve existing street function rather than adding travel lanes.
- Motor vehicle travel is now, and will continue to be, the primary mode of travel in the community, but creating better opportunities for alternative modes is essential to an effective future transportation system.
- Compact development, transit access, and local circulation are important to support investments in high capacity transit service.

- Connectivity in Tigard is challenged because of Hwy. 217, Interstate 5, the railroad, natural features, and dead end streets.
- Improving connectivity will maximize the investment in the existing transportation system.
- Current development patterns result in highly directional travel demand.
- Land use patterns that shorten home-to-work trips, support transit, and make walk/bike trips more viable can help reduce congestion.
- Transportation challenges have a direct affect upon the development potential of the Tigard Triangle, Downtown, and the Washington Square Regional Center.
- State owned highways provide critical access to Tigard, but congestion contributes to neighborhood cut through traffic.
- Limited east-west connections mean widening the existing routes could improve traffic flow, but such improvements must be balanced with the benefits of local traffic and impacts borne by the local community.

Goal:

12.1 Develop mutually supportive land use and transportation plans to enhance the livability of the community.

Policies:

1. The City shall plan for a transportation system that meets current community needs and anticipated growth and development

2. The City shall prioritize transportation projects according to community benefit, such as safety, performance, and accessibility, as well as the associated costs and impacts.

3. The City shall maintain and enhance transportation functionality by emphasizing multi-modal travel options for all types of land uses.

4. The City shall promote land uses and transportation investments that promote balanced transportation options.

5. The City shall develop plans for major transportation corridors and provide appropriate land uses in and adjacent to those corridors.

6. The City shall support land use patterns that reduce greenhouse gas emissions and preserve the function of the transportation system.

7. The City shall strive to protect the natural environment from impacts derived from transportation facilities.

8. The City shall mitigate impacts to the natural environment associated with proposed transportation construction or reconstruction projects.

9. The City shall coordinate with private and public developers to provide access via a safe, efficient, and balanced transportation system.

10. The City shall require all development to meet adopted transportation standards or provide appropriate mitigations.

Recommended Action Measures:

i. Create commercial nodes within residential neighborhoods to provide residents with opportunities to walk or bike for non-commute travel purposes.

ii. Encourage non-auto-dependent development with mixed uses and higher densities in targeted areas, such as along Pacific Highway, in the Downtown, and in the Washington Square Regional Center.

iii. Review and update development code requirements for on-site motor vehicle parking.

iv. Review and update development design guidelines to promote pedestrian-friendly commercial areas.

v. Identify, evaluate and adopt City of Tigard performance standards that promote safe and efficient access and mobility for walk, bike and transit modes as well as personal automobile travel.

vi. Work with State and Regional partners to identify and evaluate multi-modal mobility/performance standards for major transportation facilities.

Goal:

12.2 Develop and maintain a transportation system for the efficient movement of people and goods.

Policies:

1. The City shall adopt and maintain transportation performance measures.

2. The City shall manage the transportation system to support desired economic development activities.

3. The City shall design streets to encourage a reduction in trip length by improving arterial, collector, and local street connections.

4. The City shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods and services.

5. The City shall cooperate with the railroads in facilitating and preserving rail freight service to existing and future businesses that depend on railroad service.

6. The City shall develop and maintain an efficient arterial grid system that provides access within the City, and serves through traffic in the City.

7. The City shall use strategies for access management, including the support of modifications that bring access points into compliance or closer to compliance with applicable standards.

8. The City recognizes freight movement as being a priority of the transportation system.

9. The City shall require the provision of appropriate parking in balance with other transportation modes.

10. The City shall strive to increase non-single occupant vehicle mode shares through vehicle trip reduction strategies, such as those outlined in the Regional Transportation Plan.

11. The City shall design the transportation system to provide connectivity between Metro designated centers, corridors, employment and industrial areas.

Recommended Action Measures:

i. Conduct a citywide connectivity and circulation study to identify potential circulation improvements for street systems serving Tigard.

ii. Create a comprehensive inventory of street stubs, unimproved right-of-way, and other potential future roadway connections to inform long range planning and development review.

iii. Review and update/clarify, as warranted, development code requirements for new roadway or pedestrian/bicycle connections as part of land development.

Goal:

12.3 Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policies:

1. The City shall continue to support the existing commuter rail and bus service in Tigard and will seek opportunities for increased service frequency and passenger convenience.

2. The City shall engage with regional partners to support development of High Capacity Transit serving the Tigard.

3. The City shall design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.

4. The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile.

5. The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods.

6. The City shall require development adjacent to transit routes to provide direct pedestrian accessibility.

7. The City shall develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way.

8. The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.

9. The City shall require sidewalks to be constructed in conjunction with private development and consistent with adopted plans.

10. The City shall require and/or facilitate the construction of off-street trails to develop pedestrian and bicycle connections that cannot be provided by a street.

11. The City shall require appropriate access to bicycle and pedestrian facilities for all schools, parks, public facilities, and commercial areas.

Recommended Action Measures:

i. Develop parking management plans for Downtown, Tigard Triangle, Washington Square Regional Center, and other areas to support economic development and a balanced transportation system.

ii. Identify and adopt mode split targets that achieve and exceed Metro targets for regional centers, town centers, and downtown Tigard.

iii. Review and update, as warranted, street design standards to ensure that public right of way is planned, designed, and constructed to provide safe and comfortable facilities for all travel modes and adequate drainage and treatment for storm water.

iv. Create a more complete network of pedestrian facilities by identifying and prioritizing gaps within the current sidewalk and trail system.

v. Develop pedestrian and bicycle corridors to neighborhoods, schools, parks, recreation users, activity centers and transit stops.

vi. Prioritize transit, pedestrian, and bicycle investments in areas serving a high proportion of disadvantaged or transit dependent communities.

vii. Fill in gaps in the bicycle network to provide for greater citywide bicycle mobility.

viii. Develop bicycle routes that connect neighborhoods, schools, parks, recreation users, and activity centers.

ix. Develop a bicycle signage program to help cyclists find routes on relatively level terrain with low traffic volumes.

x. Engage with regional planners and service providers to support transit as a travel option with increased frequency and better connections for buses, high capacity transit, and WES commuter rail.

xi. Improve the comfort, convenience, and safety for transit users through bus shelters, seating, signage, and other bus stop/station features.

xii. Provide local transit connector service linking residential neighborhoods with transit stations/stops, employment and retail centers, schools, and recreational areas.

xiii. Work with Metro and other regional partners to advance High Capacity Transit in the Pacific Highway-99W/Barbur Boulevard corridor.

xiv. Start a dialogue with regional transit providers to accommodate cross-service passes to facilitate ease of ridership.

Goal:

12.4 Maintain and improve transportation system safety.

Policies:

1. The City shall consider the intended uses of a street during the design to promote safety, efficiency, and multi-modal needs.

2. The City shall coordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities.

3. The City shall require new development to provide safe access for all modes to and from a publicly dedicated street.

4. The City shall develop access management strategies for arterial and collector streets to improve safety in the community.

5. The City shall prioritize intersection improvements to address safety deficiencies.

6. The City shall include safety mitigation as a priority criterion in making transportation investments.

7. The City shall enhance and maintain a neighborhood traffic management program to address issues of excessive speeding and through traffic on local residential streets.

8. The City shall require safe routing of hazardous materials consistent with federal and state guidelines.

9. The City shall require new transportation facilities to meet adopted lighting standards.

Recommended Action Measures:

i. Review high crash locations, including state and county data, and develop a system for evaluating and prioritizing safety mitigations.

ii. Continue to implement neighborhood traffic management techniques to promote safety and livability in residential neighborhoods.

iii. Improve pedestrian crossing treatments at high traffic volume streets and/or locations with high levels of pedestrian demand (e.g., schools, retail centers, transit stops, etc.)

Goal:

12.5 Coordinate planning, development, operation, and maintenance of the transportation system with appropriate agencies.

Policies:

1. The City shall coordinate and cooperate with adjacent agencies and service providers -- including Metro, TriMet, ODOT, Washington County, and neighboring cities -- when appropriate, to develop transportation projects which benefit the region as a whole, in addition to the City of Tigard.

2. The City shall collaborate with other transportation providers to develop, operate, and maintain intelligent transportation systems, including coordination of traffic signals.

3. The City shall coordinate with TriMet, and/or any other transit providers serving Tigard, to improve transit service to, from, through, and within Tigard.

Recommended Action Measures:

i. Partner with Regional and County transportation planning organizations to leverage statewide and federal transportation funding for local projects.

ii. Work with regional and state partners to mitigate negative impacts to Tigard from high traffic volumes traveling through Tigard on state facilities, including capacity enhancements on Highway 217 and Interstate 5.

iii. Work with state and regional partners to develop alternative mobility standards in order to accommodate desired land development changes.

Goal:

12.6 Fund an equitable, balanced, and sustainable transportation system that promotes the well-being of the community.

Policies:

1. The City shall make street maintenance a funding priority.

2. The City shall seek to invest in capital projects that leverage other infrastructure investments.

3. The City shall seek opportunities for transportation investments that support transportation goals of efficiency, multi-modal access, and safety.

Recommended Action Measures:

i. Periodically review and revise transportation system development charges to ensure the cost of development is appropriately covered..

ii. Periodically review and evaluate the street maintenance fee to ensure the most appropriate and equitable calculations are being used.

iii. Continue to seek grant monies to plan for and develop multi-modal infrastructure improvements.

iv. Continue to submit project proposals for regional, state, and federal transportation monies to implement the Tigard 2035 TSP.

12. TRANSPORTATION

This chapter addresses Statewide Planning Goal #12:

> Transportation which requires local jurisdictions "to provide and encourage a safe, convenient and economic transportation system."

Transportation planning has been defined as "...the process by which transportation improvements or new facilities are systematically conceived, tested as to present and future adequacy, and programmed for future construction. Modern transportation planning emphasizes the total transportation system. It considers all modes of transport which are economically feasible to a state, region or urban area." (Goodman & Freund, Principals and Practices of Urban Planning, "Transportation Planning")

The transportation plan for Tigard reaches beyond the Tigard Planning Area and includes traffic and transportation impacts within other areas of the southwest subregion of the Portland Metropolitan Area. METRO acts as the regional coordinator for transportation planning throughout the Portland Metropolitan Area. The other major service district impacting Tigard is Tri-Met which is charged with the responsibility for providing public transportation throughout the metropolitan area.

The Comprehensive Plan proposes a land use plan that encourages and facilitates balanced transportation development for the City. The plan recognizes that land use and transportation investments are interconnected and that relationship should be reinforced to produce an acceptable urban environment.

Detailed historical information concerning transportation in the Tigard Urban Planning Area is available in the "Comprehensive Plan Report: Transportation." Detailed current information is available in the 2001 Tigard Transportation System Plan.

The 2001 Tigard Transportation System Plan updates the comprehensive plan and policies. However, it does not fully replace all elements of the comprehensive plan adopted prior to the 2001 TSP. For this reason, a new Section has been added to the beginning of the Transportation Policies Section to encompass the system wide changes developed as part of the TSP process. Some of this information is repeated and expanded upon in other policy sections. Where a policy or implementation strategy specifically conflicts with the updated TSP, the specific policy or implementation strategy has been deleted.

Section 1: TRANSPORTATION SYSTEM

Key Findings

- Much of the traffic within Tigard is through traffic with origins and destinations outside of Tigard. There are no reasonable alternate routes for the 99W corridor traffic.
- There are 22 intersections near or at capacity based on the 2001 Tigard Transportation System Plan.
- There is no continuous bicycle network in Tigard.
- There are significant gaps in the sidewalk system with few interconnected locations linking to schools, retail, parks and transit.

- ~~Segments of Highway 217 and I-5 are over capacity and ORE 99W will continue to serve more through traffic in the future.~~

- ~~Future traffic models indicate ORE 99W and half of the signalized traffic intersections fail within 20 years assuming no improvements are made.~~

- ~~Travel time data on Highway 217 indicates that some of the slowest travel speed on the facility occurs in Tigard due to existing capacity issues and the need for interchange improvments.~~

- ~~In the development of the transportation system plan, seven goals were identified which were used as the guidelines for the development of the policies and implemenation strategies. The goals were: livibility, balanced transportation system, safety, performance, accessibility, goods movement, and coordination.~~

~~Goal~~

~~12.1 Transportation System~~

~~POLICIES~~

~~1. PLAN, DESIGN AND CONSTRUCT TRANSPORTATION FACILITIES IN A MANNER WHICH ENHANCES THE LIVABILITY OF TIGARD BY:~~

~~a. PROPER LOCATION AND DESIGN OF TRANSPORTATION FACILITIES.~~

~~b. ENCOURAGING PEDESTRIAN ACCESSIBILITY BY PROVIDING SAFE, SECURE AND DESIRABLE PEDESTRIAN ROUTES.~~

~~c. ADDRESSING ISSUES OF EXCESSIVE SPEEDING AND THROUGH TRAFFIC ON LOCAL RESIDENTIAL STREETS THROUGH A NEIGHBORHOOD TRAFFIC PROGRAM. THE PROGRAM SHOULD ADDRESS CORRECTIVE MEASURES FOR EXISTING PROBLEMS AND ASSURE THAT DEVELOPMENT INCORPORATES TRAFFIC CALMING.~~

~~2. PROVIDE A BALANCED TRANSPORTATION SYSTEM, INCORPORATING ALL MODES OF TRANSPORTATION (INCLUDING MOTOR VEHICLE, BICYCLE, PEDESTRIAN, TRANSIT AND OTHER MODES) BY:~~

~~a. THE DEVELOPMENT OF AND IMPLEMENTATION OF PUBLIC STREET STANDARDS THAT RECOGNIZE THE MULTI-PURPOSE NATURE OF THE STREET RIGHT-OF-WAY FOR UTILITY, PEDESTRIAN, BICYCLE, TRANSIT, TRUCK AND AUTO USE.~~

~~b. COORDINATION WITH TRI-MET, AND/OR ANY OTHER TRANSIT PROVIDERS SERVING TIGARD, TO IMPROVE TRANSIT SERVICE TO TIGARD. FIXED ROUTE TRANSIT WILL PRIMARILY USE ARTERIAL AND COLLECTOR STREETS IN TIGARD. DEVELOPMENT ADJACENT TO TRANSIT ROUTES WILL PROVIDE DIRECT PEDESTRIAN ACCESSIBILITY.~~

~~c. CONSTRUCTION OF BICYCLE LANES ON ALL ARTERIALS AND COLLECTORS WITHIN TIGARD CONSISTENT WITH THE BICYCLE MASTER, WITH THE EXCEPTION OF COLLECTORS WITHIN THE DOWNTOWN URBAN RENEWAL DISTRICT.. ALL SCHOOLS, PARKS, PUBLIC FACILITIES AND RETAIL AREAS SHALL STRIVE TO HAVE DIRECT ACCESS TO A BIKEWAY.~~

~~d. CONSTRUCTION OF SIDEWALKS ON ALL STREETS WITHIN TIGARD. ALL SCHOOLS, PARKS, PUBLIC FACILITIES AND RETAIL AREAS SHALL STRIVE TO HAVE DIRECT ACCESS TO A SIDEWALK.~~

~~e. DEVELOPMENT OF BICYCLE AND PEDESTRIAN PLANS WHICH LINK TO RECREATIONAL TRAILS.~~

~~f. DESIGN LOCAL STREETS TO ENCOURAGE A REDUCTION IN TRIP LENGTH BY PROVIDING CONNECTIVITY AND LIMITING OUT-OF-DIRECTION TRAVEL AND PROVIDE CONNECTIVITY TO ACTIVITY CENTERS AND DESTINATIONS WITH A PRIORITY FOR BICYCLE AND PEDESTRIAN CONNECTIONS.~~

g. ~~TIGARD WILL PARTICIPATE IN VEHICLE TRIP REDUCTION STRATEGIES DEVELOPED REGIONALLY TARGETED TO ACHIEVE NON-SINGLE OCCUPANT VEHICEL LEVELS OUTLINED IN TABLE 1.3 OF THE REGIONAL TRANSPORTATION PLAN.~~

h. ~~TIGARD WILL SUPPORT THE DEVELOPMENT OF A COMMUTER RAIL SYSTEM AS PART OF THE REGIONAL TRANSIT NETWORK.~~

3. ~~STRIVE TO ACHIEVE A SAFE TRANSPORTATION SYSTEM BY THE DEVELOPMENT OF STREET STANDARDS, ACCESS MANAGEMENT POLICIES AND SPEED CONTROLS WHEN CONSTRUCTING STREETS, AND BY MAKING STREET MAINTENANCE A PRIORITY AND THROUGH A COMPREHENSIVE PROGRAM OF ENGINEERING, EDUCATION AND ENFORCEMENT.~~

a. ~~DESIGN OF STREETS SHOULD RELATE TO THEIR INTENDED USE.~~

b. ~~DESIGN SAFE AND SECURE PEDESTRAIN AND BIKEWAYS BETWEEN PARKS AND OTHER ACTIVITY CENTERS IN TIGARD.~~

c. ~~DESIGNATE SAFE AND SECURE ROUTES TO SCHOOLS FOR EACH SCHOOL. ANY NEW RESIDENTIAL PROJECT SHOULD IDENTIFY THE SAFE PATH TO SCHOOL FOR CHILDREN~~

d. ~~REFINE AND MAINTAIN ACCECSS MANAGEMENT STANDARDS FOR ARTERIAL AND COLLECTOR STREETS TO IMPROVE SAFETY IN TIGARD.~~

e. ~~ESTABLISH A CITY MONITORING SYSTEM THAT REGULARLY EVALUATES, PRIORITIZES AND MITIGATES HIGH ACCIDENT LOCATIONS WITHIN THE CITY.~~

f. ~~NEW ROADWAYS SHALL MEET APPROPRIATE LIGHTING STANDARDS. EXISTING ROADWAYS SHALL BE SYSTEMATICALLY RETROFITTED WITH ROADWAY LIGHTING.~~

g. ~~REQUIRE NEW DEVELOPMENT TO PROVIDE SAFE ACCESS TO AND TO GAIN SAFE ACCESS FROM A PUBLICALLY DEDICATED AND IMPROVED STREET (I.E. DEDICATE RIGHT-OF-WAY, IF NOT ALREADY ON A PUBLIC STREET, AND INSTALL IMPROVEMENTS IN ROUGH PROPORTIONALITY TO THE DEVELOPMENT'S IMPACT) AND PROVIDE SAFE ACCESS.~~

4. ~~SET AND MAINTAIN TRANSPORTATION PERFORMANCE MEASURES THAT:~~

a. ~~SET A MINIMUM INTERSECTION LEVEL OF SERVICE STANDARD FOR THE CITY OF TIGARD AND REQUIRES ALL PUBLIC FACILITIES TO BE DESIGNED TO MEET THIS STANDARD.~~

b. ~~SET PARKING RATIOS TO PROVIDE ADEQUATE PARKING, WHILE PROVIDING AN INCENTIVE TO LIMIT THE USE OF THE SINGLE OCCUPANT VEHICLE.~~

c. ~~ENCOURAGE WORKING WITH OTHER TRANSPORTATION PROVIDERS IN WASHINGTON COUNTY, INCLUDING TRI-MET, METRO AND ODOT TO DEVELOP, OPERATE AND MAINTAIN INTELLIGENT TRANSPORTATION SYSTEMS, INCLUDING COORDINATION OF TRAFFIC~~

5. ~~DEVELOP TRANSPORTATION FACILITIES WHICH ARE ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND MINIMIZE OUT OF DIRECTION TRAVEL BY:~~

a. ~~THE DESIGN AND CONSTRUCTION OF TRANSPORTATION FACILITIES TO MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.~~

b. ~~THE DEVELOPMENT OF NEIGHBORHOOD AND LOCAL CONNECTIONS TO PROVIDE ADEQUATE CIRCULATION IN AND OUT OF THE NEIGHBORHOODS.~~

c. ~~WORK WITH WASHINGTON COUNTY AND ODOT TO DEVELOP AN EFFICIENT ARTERIAL GRID SYSTEM THAT PROVIDES ACCESS WITHIN THE CITY, AND SERVES THROUGH CITY TRAFFIC.~~

6. ~~PROVIDE FOR EFFICIENT MOVEMENT OF GOODS AND SERVICES THROUGH THE DESIGN OF ARTERIAL ROUTES, HIGHWAY ACCESS AND ADJACENT LAND USES IN WAYS THAT FACILITATE THE EFFICIENT MOVEMENT OF GOODS AND SERVICES AND THE SAFE ROUTING OF HAZARDOUS MATERIALS CONSISTENT WITH FEDERAL AND STATE GUIDELINES.~~

7. IMPLEMENT THE TRANSPORTATION SYSTEM PLAN (TSP) IN A COORDINATED MANNER BY COORDINATING AND COOPERATING WITH ADJACENT AGENCIES (INCLUDING WASHINGTON COUNTY, BEAVERTON, TUALATIN, LAKE OSWEGO, CITY OF PORTLAND, TRI-MET, METRO AND ODOT) WHEN NECESSARY TO DEVELOP TRANSPORTATION PROJECTS WHICH BENEFIT THE REGION AS A WHOLE IN ADDITION TO THE CITY OF TIGARD.

Recommended Action Measures

i. Design streets and highways to respect the characteristics of the surrounding land uses, natural features, and other community amenities.

ii. Develop and maintain a pedestrian plan in Tigard, outlining pedestrian routes. Develop sidewalk standards to define various widths, as necessary, for City street types.

iii. Develop and maintain a program of street design standards and criteria for neighborhood traffic management (NTM) for use in new development and existing neighborhoods. Measures to be developed may include (but are not limited to) narrower streets, speed humps, traffic circles, curb/sidewalk extensions, curving streets, diverters and/or other measures, as developed as part of a City NTM plan.

iv. Develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Tigard.

v. The Regional Transportation Plan (RTP) and Tri-Met service plans will be the guiding documents for development of Tigard's transit plan. The City should provide input to Tri-Met regarding their specific needs as they annually review their system. This input should focus on improving service (coverage and frequency) to under-served areas. New transit service should be considered concurrent to street improvements when significant street extensions are completed. The City should encourage land intensive uses to locate near transitways and require high intensity uses (i.e. large employment, commercial sites) to provide transit facilities. When bus stops reach 75 boardings per day, bus selters should be considered in development review. Sidewalks should be available within ¼ mile from all transit routes and transit should be provided to schools and parks.

vi. Develop a bicycle plan which connects key activity centers (such as schools, parks, public facilities and retail areas) with adjacent access. Standards for bicycle facilities within Tigard will be developed and maintained. Where activity centers are on local streets, connections to bicycle lanes shall be designated.

vii. Develop a pedestrian plan which connects key activity centers with adjacent access. Require sidewalks to be constructed on all streets within within Tigard.

viii. Standards for pedestrian facilities within Tigard will be developed and maintained.

ix. The bicycle and pedestrian plans will need to indicate linkages between recreational and basic pedestrian networks. A primary facility in Tigard should link together Fanno Creek, Tualatin River and the BPA right-of-way in the west of Tigard. Design standards for recreational elements will need to be developed and maintained.

x. Revise the Code to require new streets built to provide connectivity to incorporate traffic management design elements, particularly those which inhibit speeding. As a planning standard, require local streets to have connections every 530 feet in planning local and neighborhood streets. The purpose of this policy is to provide accessibility within Tigard, with a focus on pedestrian connectivity. Pedestrian connectivity can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways where auto connectivity does not exist or is not feasible.

xi. Support development of a commuter rail system connecting the south Metro area to the Beaverton/Hillsboro area, with stop(s) in Tigard.

~~xii. A functional classification system shall be developed for Tigard which meets the City's needs and respects needs of other agencies (Washington County, Metro, ODOT). Appropriate design standards for these roadways will be developed by the appropriate jurisdiction.~~

~~xiii. Place a high priority on routine street maintenance to preserve its infrastructure investment and improve safety.~~

~~xiv. Undertake a process of defining school routes for pedestrians by working with the School District, citizens and developers.~~

~~xv. Develop guidelines to provide access control standards and apply these standards to all new road construction and new development. For roadway reconstruction, existing driveways shall be compared with the standards and a reasonable attempt shall be made to comply (consolidating driveway accesses or relocating driveways to a lower classification street are examples).~~

~~xvi. Develop a process to review traffic accident information regularly to systematically identify, prioritize and remedy safety problems. Working with the County, develop a list of high collision sites and projects necessary to eliminate such problems. Require development applications to identify and mitigate for high collision locations if they generate 10% increase to existing traffic on an approach to a high collision intersection. Washington County's SPIS (Safety Priority Indexing System) could be used as a basis for determining high collision locations.~~

~~xvii. Include paths to schools, parks, and town center areas as priority roadway lighting locations.~~

~~xviii. Require development to provide right-of-way (if needed) and safe access as determined by application of the City's development code and standards for design. Require that the minimum City standards be met for half-street adjacent to developing property for a development to proceed (with consideration of rough proportionality). Apply this policy to both pedestrians and motor vehicles.~~

~~xix. Monitor Metro and Washington County's current work to develop a level of service standard. Level of service E (and demand to capacity ratio of 1.0 or less), Highway Capacity Manual, Chapters 15, 16, and 17 (or subsequent updated references) is recommended to balance provision of roadway capacity with level of service and funding. ODOT, Metro and Washington County performance standards should be considered on state or County facilities and for 2040 Concept Areas (as defined in Table 1.2 of the RTP). The City will work to make the arterial & collector street systems operate effectively to discourage "cut through" traffic on neighborhood and local streets.~~

~~xx. Work toward the eventual connection of streets identified on the Transportation plan map as development occurs, as funds are available and opportunities arise.~~

~~xxi. As outlined in Title 6 of the Metro Urban Growth Management Functional Plan, develop access connection standards. The arterial street system should facilitate street and pedestrian connectivity.~~

~~*xxii.* Work with federal agencies, the Public Utility Commission, the Oregon Department of Energy and ODOT to assure consistent laws and regulations for the transport of hazardous materials.~~

~~xxiii. Maintain plan and policy conformance to the Regional Transportation Plan and Transportation Planning Rule (OAR 660-012). Seek compatibility with all adjacent county and city jurisdiction plans.~~

(to become Recommended Action Measures under Goal 12.5)

iv. Prior to implementation of projects associated with the Highway 99W Corridor Plan, especially those requiring additional right-of-way or affecting property access, there shall be established protocols whereby affected property owners or businesses are made aware of pending improvements. Those that might be affected shall be informed and asked to be involved in the project development process as early as possible.

v. The City of Tigard shall state a position that alignment of the proposed I-5 / Hwy 99W Connector be established as one which reduces through traffic and freight movement on Highway 99W to the greatest extent possible; and that the City shall support this position and otherwise participate in the project as an active member of the I-5 / 99W Connector Steering Committee.

vi. As part of the transportation management, planning and design process, the livability benefits of future Highway 99W improvements shall be publicly discussed and evaluated.

vii. The City shall adopt Alternative B as contained in the Tigard 99W Plan as part of its Transportation System Plan and prioritize its recommendations. Subsequently, the City shall, in conjunction with other agencies, jurisdictions, and stakeholders, develop action plans to implement the alternative's specific project recommendations. Action plans to implement Alternative B shall include design and engineering strategies, funding measures, and stakeholder and citizen engagement. Reasonable time frames shall be associated with the action plans.

viii. Other transportation and land development projects within the vicinity of Highway 99W shall be evaluated to determine potential negative or positive impacts on the facility. Negative impacts shall be avoided or mitigated. Furthermore, it is important that solutions to Highway 99W problems be evaluated to assess impacts on other streets, and that negative impacts in these circumstances are avoided or mitigated and positive impacts promoted.

ix. A land use planning effort shall be a priority for future City / state efforts to recreate the Highway 99W corridor. In particular, coordinated land use and transportation planning is essential to promote transit as a viable transportation option.

x. The City should be imaginative and "think outside the box" with the purpose of creating a safe, attractive, transit oriented, and vibrant urban corridor along Highway 99W. When there are obvious benefits to specific physical improvements, the City should request design exceptions from ODOT.

xi. In the near term, the City and ODOT shall develop an Access Management Plan for Highway 99W. Each property identified as needing access management treatment shall be treated as unique. A one-size fits all approach should not be used. The economic vitality of businesses is important.

xii. Implementing improved transit service should be an ongoing priority with the long-term objective of light rail service along the Highway 99W corridor. If light rail is not possible within the reasonable future, then improved bus service/rubber tired vehicles shall serve as an alternative until it is.

xiii. Highway 99W Action Plans shall seek to enhance the economic vitality of the corridor through transportation, aesthetic land use, and other improvements. In addition, resources shall be used to coordinate business development and retention activities, and aid in communication among the business community and city government.

~~Section 2: TRAFFICWAYS~~

~~Key Findings~~

- ~~A need exists to place all of the existing public local and collector streets in the Tigard City Limits under the City's jurisdiction.~~
- ~~According to a Washington County computer study 48-60% of Tigard residents work outside of the Washington County area.~~
- ~~Between 77-83% of Tigard residents commute to work by auto as single occupants.~~
- ~~Major congestion problems within the City have resulted from the rapid population growth since~~

1970, creating a need for major street improvements.

- A corridor study for Pacific Highway (99W) has not been prepared byMetro. It is the only major trafficway within the region which has not been studied. Pacific Highway, the major trafficway through the City, has the highest traffic volumes, congestion and accident[s] rates within the City. There is a need to prepare a corridor study for Pacific Highway. The City, Metropolitan Service District and [the] State should coordinate such a study.

- Many of the streets in Tigard are dead-ended which adds to the congestion on existing completed streets. Therefore, a number of street connections need to be constructed.

- A major concern of the community regarding transportation is the need to maintain and improve the livability of residential areas in the face of increasing population and transportation requirements.

- The City needs to develop a strategy to coordinate public street improvements with private sector improvements to achieve the most effective use of the limited dollars available for road development and improvement.

- Major residential growth during the planning period is expected to occur in the westerly and southerly areas of Tigard. Both of these areas lack adequate improved trafficways.

- A need exists during the planning period to complete a collector street system between Scholls Ferry Road, Walnut Street, Gaarde Street, Bull Mountain Road and Pacific Highway. The location of these connections needs to be coordinated between the City, County, State and [the] Metropolitan Service District.

- A need exists to complete the collector street system within the Tigard Triangle area to make more of this area accessible to developers, employers and employees.

Goal

12.2 Trafficways

POLICIES

1. THE CITY SHALL PLAN FOR A SAFE AND EFFICIENT STREET AND ROADWAY SYSTEM THAT MEETS CURRENT NEEDS AND ANTICIPATED FUTURE GROWTH AND DEVELOPMENT.

2. THE CITY SHALL PROVIDE FOR EFFICIENT MANAGEMENT OF THE TRANSPORTATION PLANNING PROCESS WITHIN THE CITY AND THE METROPOLITAN AREA THROUGH COOPERATION WITH OTHER FEDERAL, STATE, REGIONAL AND LOCAL JURISDICTIONS.

3. THE CITY SHALL REQUIRE AS A PRECONDITION TO DEVELOPMENT APPROVAL THAT:

   a. DEVELOPMENT ABUT A PUBLICLY DEDICATED STREET OR HAVE ADEQUATE ACCESS APPROVED BY THE APPROPRIATE APPROVAL AUTHORITY;

   b. STREET RIGHT-OF-WAY BE DEDICATED WHERE THE STREET IS SUBSTANDARD IN WIDTH;

   c. THE DEVELOPER COMMIT TO THE CONSTRUCTION OF THE STREETS, CURBS AND SIDEWALKS TO CITY STANDARDS WITHIN THE DEVELOPMENT;

   d. INDIVIDUAL DEVELOPERS PARTICIPATE IN THE IMPROVEMENT OF EXISTING STREETS, CURBS AND SIDEWALKS TO THE EXTENT OF THE DEVELOPMENT'S IMPACTS;

   e. STREET IMPROVEMENTS BE MADE AND STREET SIGNS OR SIGNALS BE PROVIDED WHEN THE DEVELOPMENT IS FOUND TO CREATE OR INTENSIFY A TRAFFIC HAZARD;

   f. TRANSIT STOPS, BUS TURNOUT LANES AND SHELTERS BE PROVIDED WHEN THE PROPOSED USE OF A TYPE WHICH GENERATES TRANSIT RIDERSHIP;

g. PARKING SPACES BE SET ASIDE AND MARKED FOR CARS OPERATED BY DISABLED PERSONS AND THAT THE SPACES BE LOCATED AS CLOSE AS POSSIBLE TO THE ENTRANCE DESIGNED FOR DISABLED PERSONS; AND

h. LAND BE DEDICATED TO IMPLEMENT THE BICYCLE/PEDESTRIAN CORRIDOR IN ACCORDANCE WITH THE ADOPTED PLAN.

4. A CHANGE IN ROADWAY CLASSIFICATION, OR LOCATION SHALL REQUIRE AN AMENDMENT TO THE COMPREHENSIVE PLAN TRANSPORTATION MAP, , THE MAP WILL BE AMENDED BY DESIGNATING THE LOCATION OF THE ROADWAY AND DESIGNATING ITS CLASSIFICATION.

5. THE CITY SHALL SUPPORT THE GOALS AND OBJECTIVES OF THE OREGON DEPARTMENT OF TRANSPORTATION TO IMPROVE TRAFFIC FLOW AND CAPACITY AT THE INTERCHANGE OF I-5 AND HIGHWAY 217/KRUSE WAY. HOWEVER, THE CITY RETAINS THE PREROGATIVE TO REVIEW, COMMENT AND CONCUR WITH THE ACTUAL ALIGNMENTS OF THE PROJECT.

6. THE CITY SHALL ADOPT THE FOLLOWING TRANSPORTATION IMPROVEMENT STRATEGY IN ORDER TO ACCOMMODATE PLANNED LAND USES IN THE TIGARD TRIANGLE:

a. Highway 99W should retain a 5 lane section throughout the study area, except where necessary to accommodate adjacent development impacts, spot capacity improvements, and intersection improvements.

b. 72nd Avenue should be widened to four lanes with left turn lanes at major intersections and the Hunziker/Hampton overcrossing should be constructed. These two improvements will provide additional roadway capacity for circulation within the Triangle and for access to and from the triangle via 72nd Avenue. Construction of the Hunziker/Hampton overcrossing would have the additional advantages of eliminating geometric deficiencies at the Highway 217/72nd Avenue interchange; thereby providing further additional capacity at this interchange. For the buildout scenario (2015), these improvements will provide adequate capacity in the vicinity of the Highway 217/72nd Avenue interchange.

c. The Hampton/Hunziker connection is only justified based on its operational relief to the 72nd interchange. Further study should be conducted to examine alternative measures to relieve this situation in a more cost effective way. Further study may indicate that extending Hampton further southwesterly (to connect with Hall Boulevard in the vicinity of McDonald Street) may better accommodate projected travel demand. Short of constructing this structure, a direct ramp instead of a loop ramp from southbound 72nd Avenue to northbound Highway 217 would provide additional capacity in the vicinity of the Highway 217/72nd Avenue interchange.

d. Access from Dartmouth to northbound Highway 217 is critical to Tigard Triangle traffic circulation, therefore, it should be studied as part of the Highway 217 corridor analysis to be performed by ODOT and Metro. Under existing conditions, there is significant roadway congestion near the Highway 99W/Highway 217 interchange. Construction of the Dartmouth Extension and access to northbound Highway 217 would mitigate congestion at this interchange because motorists in this area of the Tigard Triangle would have the option to access northbound Highway 217 from Dartmouth or Highway 99W.

e. Analysis indicates that there is a long term (20-30 years) need for Dartmouth Road to continue over Highway 217 and potentially south to Hall Boulevard as well as for extending the collector-distributor roads from the Highway 217/72nd Avenue interchange through the Highway 217/Highway 99W interchange. The Highway 217 corridor analysis to be performed by Metro and ODOT should consider the advantages and disadvantages of these improvements. The Dartmouth extension to Hall Boulevard should be constructed only if further system improvements to Hall Boulevard are made concurrently. If additional capacity is not added to Hall Boulevard south of where the Dartmouth extension would be connected, the effectiveness of this connection would be diminished. Alternatively, another roadway could be constructed that provides a connection from the Dartmouth extension to Hall Boulevard in the vicinity of McDonald Street.

f. Adopt the functional classification plan for streets internal to the Tigard Triangle as shown on Figure 1. The following policies apply to local streets within the Tigard Triangle:

1. Local street spacing shall be a maximum of 660 feet.

2. Access way spacing shall be a maximum of 330 feet.

3. Spacing of signalized intersections on Major Arterials shall be a minimum of 600 feet.

4. Existing rights-of-way will, to the greatest extent possible, be utilized for a local street system. Right-of-way vacations will be considered only when all other policies in this subsection are met.

g. The transportation projects described in this section should be added to the City of Tigard's Transportation System Plan. The City, ODOT and Metro should work to include these improvements in regional and state implementation programs.
(Rev. Ord. 91-13; Ord. 96-42)

7. THE CITY SHALL ADOPT THE FOLLOWING PEDESTRIAN, BICYCLE AND PUBLIC TRANSIT IMPROVEMENT STRATEGY IN ORDER TO ACCOMMODATE EXISTING AND PLANNED LAND USES IN THE WASHINGTON SQUARE REGIONAL CENTER:

a. Commuter Rail Service and Station: Washington County has proposed commuter rail services from Wilsonville to Beaverton on the existing freight line to the west of Highway 217. The City supports a commuter rail station in the vicinity of the North Mall to Nimbus Overcrossing.

b. Pedestrian Improvements – SW Greenburg Road: Construct pedestrian improvements on SW Greenburg Road between SW Hall Boulevard and Highway 217 to improve pedestrian crossing opportunities and safety.

c. Pedestrian Improvements- SW Hall Boulevard: Construct pedestrian crossing refuge (median) on SW Hall Boulevard between SW Pfaffle Street and SW Locust Street to improve pedestrian crossing opportunities and safety.

d. Pedestrian And Bicycle Improvements- SW Locust Street: Realign SW 90th Avenue across SW Locust Street to provide a four-legged intersection at Locust Street. Construct curb extensions, sidewalks and bicycle lanes to provide improved non-auto accessibility across and along Locust Street.

e. Pedestrian Access Improvements- Washington Square Mall: Construct pedestrian improvements (e.g. sidewalks, landscaping, and connections from parking to the mall and surrounding arterials) in the Washington Square Mall area.

f. Identify potential bicycle network alignments with connections to existing bikeways, neighborhoods and activity centers, with particular emphasis on extending the Fanno Creek Bikeway along Ash Creek.

g. Construct a pedestrian trail within and/or around the Red Tail Public Golf Course. This presents an opportunity to provide a safe neighborhood walking/exercise area and to serve more of the population using existing resources.

h. Provide pedestrian/bicycle connections on local streets to, from and within new developments and redevelopments.

i. Identify potential bicycle network alignments with connections to existing bikeways, neighborhoods and activity centers, with particular emphasis on extending the Fanno Creek Bikeway along Ash Creek.

j. Shuttle/People Mover: Develop local area transit service operating between the Washington Square Mall area, the Nimbus/Cascade districts and Lincoln Center. The service could use the proposed connections across Highway 217. Initially a shuttle bus, in the future this service could be converted to some type of fixed route system.

k. Transit Center Improvements: Construct capacity and facility improvements (e.g. real time transfer information, lighting, covered connections to the Mall, and additional bus bays) to the existing transit center at the Washington Square Mall.

l. Transit System Improvements: The City supports transit routing and frequency improvements in the Regional Center. Tri-Met has provided an outline of potential service improvements and planning that would need to occur to implement these improvements. The range of improvements include relocating the Transit Center to provide better connections into the Mall, coordinating park and ride facilities with the future commuter rail service, providing bus stop improvements in the Regional Center area, and decreasing transit service headways. Tigard, Tri-Met and employers or developers in the district should begin to develop a transit improvement plan for the district.

m. Travel Demand Management Program: The City recognizes the importance of developing a

travel demand management program for the Regional Center area. A key features of this program will be a Transportation Management Association (TMA) that coordinates the means of decreasing demand for single occupant vehicles within the Regional Center area, parking management strategies, transit system improvements, and travel demand management programs. The City of Tigard, Beaverton, Washington County, Tri-Met, Metro, ODOT and employers in the area should begin to work together to refine this framework into a detailed plan for the area. (Rev. Ord. 02-12)

8. THE CITY SHALL ADOPT THE FOLLOWING AUTO AND ROADWAY IMPROVEMENT STRATEGY IN ORDER TO ACCOMMODATE EXISTING AND PLANNED LAND USES IN THE WASHINGTON SQUARE REGIONAL CENTER:

a. Near Term Traffic Operations Improvements: Small-scale roadway operations improvement projects shall be implemented in the near future. These improvements correct existing system deficiencies or provide needed pedestrian, bicycle or transit facilities:

1. Develop signal timing improvements on Greenburg Road between Highway 217 and the Washington Square Mall.

2. Construct a separate eastbound right turn lane from Hall Boulevard to Scholls Ferry Road. This could require Hall Boulevard overcrossing improvements.

3. Construct pedestrian improvements throughout the district.

4. Develop a shuttle system connecting Lincoln Center, Washington Square Mall and Nimbus Business Park.

5. Evaluate and confirm that the southbound Hall Boulevard right turn only lane into the Washington Square Mall at Palmblad Lane should be eliminated. Restripe as appropriate.

6. Develop signal timing improvements on Hall Boulevard that include capabilities to allow buses that have fallen behind schedule to travel to the front of the queue and travel through the signal prior to other traffic ("queue jumping capabilities").

7. Develop direct access from the Washington Square Mall to the Target Store so that motorists do not have to travel on Hall Boulevard when traveling between the two facilities.

8. In cooperation with the City of Beaverton and Tri-Met, identify a new Park & Ride site to replace the existing site that was intended to be temporary.

b. Highway 217 Improvements: Identify and plan for the implementation of improvements to Highway 217 and its interchanges between Interstate 5 and Highway 26.

c. North: Mall to Nimbus Connection: Construct a bridge over Highway 217 connecting the Washington Square Mall with the Nimbus Business Center. The bridge would include a two-lane roadway, bike lanes, sidewalks and facilities for transit. The bridge is intended to be a facility for local travel within the Regional Center.

d. SW Nimbus Avenue: There are two components of the SW Nimbus Avenue Improvements:

1. North of Scholls Ferry Road: Modify the existing roadway (north of Scholls Ferry Road) to a 3-lane facility with parking, bike lanes and sidewalks. Potential for streetscape improvements including solid median with specific turn slots to individual properties.

2. Nimbus to Greenburg Connection: Extend SW Nimbus Avenue to meet Greenburg Road. This would be a 5-lane roadway with bike lanes and sidewalks, but no on-street parking.

e. SW Lincoln Street: Modify Lincoln Street to provide a 3-lane section with parking, bike lanes and sidewalks between SW Locust Street and SW Oak Street.

f. SW Hall Boulevard: The Washington Square Regional Center Task Force identified this project as the fifth priority for implementation in the Regional Center area. The project would first be constructed to 3-lane standards with sidewalks and bike lanes at five lane limits between Oleson Road and Highway 217. If after other project recommendations have been constructed, it is found that Hall Boulevard still needs to be a five-lane facility the roadway would then be widened again. In the interim, and as possible the City of Tigard or ODOT would acquire the right of way necessary for a five-lane section

As a three or five lane facility, this project includes landscaped median with designated left turn pockets that also provide for improved pedestrian crossing opportunities. This is consistent with Metro the Regional Boulevard Designation for Hall Boulevard.

g. SW Cascade Avenue: Improve the existing roadway (north and south of Scholls Ferry Road) to 3-lane standard with parking, bike lanes and sidewalks. Potential for streetscape improvements including solid median with specific turn slots to individual properties.

h. SW Locust Street: Modify Locust Street between Hall Boulevard and Greenburg Road to include a three-lane section with parking, bike lanes, sidewalks and other streetscape improvements to maintain as a lower speed street.

i. SW Oak Street: Modify the roadway to provide 2-lane section with parking, bike lanes and sidewalk between SW Hall Boulevard and SW Lincoln Street.

j. Washington Square Internal Roads: Construct improvements to existing Washington Square Mall internal circulation roads to public street standards with bike lanes and sidewalks.

k. Adopt the functional classification plan for streets internal to the Washington Square Regional Center as shown on Figure 1. The following policies apply to local streets within the regional center:

1. Local street spacing shall be a maximum of 530 feet.

2. Access way spacing shall be a maximum of 330 feet.

3. Spacing of signalized intersections on Major Arterials shall be a minimum of 600 feet.

4. Existing rights of way will, to the greatest extent possible, be utilized for a local street system. Right of way vacations will be considered only when all other policies in this subsection are met.

l. The transportation projects described in this section should be added to the City of Tigard's Transportation System Plan. The City, ODOT and Metro should work to include these improvements in regional and state implementation programs.

(Rev. Ord. 02-12)

Recommended Action Measures

i. The City shall develop, adopt and implement a master street plan that anticipates all needed trafficway improvements so as to plan for the necessary available resources to develop these streets when they are needed.

ii. The City shall develop, maintain and implement a capital improvements program which:

a. Is consistent with the land use policies of the Comprehensive Plan;

b. Encourages a safe, convenient and economical transportation system;

c. Furthers the policies and implementation strategies of the City's Comprehensive Plan;

d. Considers a variety of transit modes within the rights-of-way;

e. Meets local needs for improved transportation services;

f. Pursues and establishes other funding sources from the federal, state, regional and/or local agencies; and

g. Designates the timing of such projects to ensure their installation when those facilities are needed.

iii. The City shall specify street design standards within the Tigard Community Development Code.

iv. The City shall maintain the carrying capacity of arterials and collectors by reducing curb cuts and other means of direct access, and requiring adequate right-of-way and setback lines as part of the development process. The Community Development Code shall state the access requirements for each street classification.

v. The City's Tigard Community Development Code shall require developers of land to dedicate necessary rights-of-way[s] and install necessary street improvements to the City's standards when such improvements have not been done prior to the developer's proposals. These necessary dedications may be required upon approval of any development proposal.

vi. The City shall control and limit the number of access points and will signalize trafficways in a manner that provides for a consistent flow of traffic and therefore minimizes or reduces vehicular emissions.

vii. The City shall include provisions in the Tigard Community Development Code which addresses the aesthetic quality of the transportation system to ensure community livability and to minimize the effects on abutting properties. This can be accomplished through:

a. Building setback requirements;

b. Requirements for landscaping and screening and through other site design criteria for visual enhancement;

c. Limiting residential land uses along major arterial trafficways; and

d. Sign controls.

viii. The City shall coordinate their planning efforts with adjacent cities and other agencies e.g., Beaverton, Portland and Tualatin, Washington County, METRO, Tri-Met and ODOT.

ix. The City shall work out reciprocal agreements with other agencies for exchanging information pertinent to local transportation planning.

Section 3: PUBLIC TRANSPORTATION

Key Findings

- Since the oil embargos of the 1970s, the cost of motor fuels has increased fourfold.
- The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) is responsible for providing public transportation to the residents of Multnomah, Washington and Clackamas Counties.
- Presently, there are Eleven (11) bus lines that service the Tigard area.
- Public transit offers the community an opportunity to reduce traffic and pollution as well as increase energy efficiency.
- Work trips and shopping trips are most conducive to mass transportation.
- The proposed downtown Tri-Met Tigard transfer center will increase service and lessen travel time for riders.

~~Goal~~

~~12.3 Public Transportation~~

~~POLICIES~~

~~1. THE CITY SHALL COORDINATE WITH TRI-MET TO PROVIDE FOR A PUBLIC TRANSIT SYSTEM WITHIN THE PLANNING AREA WHICH:~~

~~a. MEETS THE NEEDS OF BOTH THE CURRENT AND PROJECTED, FOR THE TIGARD COMMUNITY;~~

~~b. ADDRESSES THE SPECIAL NEEDS OF A TRANSIT DEPENDENT POPULATION;~~

~~c. REDUCES POLLUTION AND TRAFFIC; AND~~

~~d. REDUCES ENERGY CONSUMPTION.~~

~~2. THE CITY SHALL ENCOURAGE THE EXPANSION AND USE OF PUBLIC TRANSIT BY:~~

~~a. LOCATING LAND INTENSIVE USES IN CLOSE PROXIMITY TO TRANSITWAYS;~~

~~b. INCORPORATING PROVISIONS INTO THE COMMUNITY DEVELOPMENT CODE WHICH REQUIRE DEVELOPMENT PROPOSALS TO PROVIDE TRANSIT FACILITIES; AND~~

~~c. SUPPORTING EFFORTS BY TRI-MET AND OTHER GROUPS TO PROVIDE FOR THE NEEDS OF THE TRANSPORTATION DISADVANTAGED.~~

~~Recommended Action Measures~~

~~i. The City shall request Tri-Met to extend service to areas within the City that do not currently have service.~~

~~ii. In the City's Community Development Code, the City shall require large developments to provide transit facilities e.g., pull-offs and shelters, if such developments are located adjacent to transit routes.~~

~~iii. The City shall propose land use densities, within the Comprehensive Plan, along transit oriented corridors that support public transportation service.~~

~~iv. The City shall work with Tri-Met and other transit providers to encourage transit service for the transit dependent population e.g., the poor and handicapped.~~

~~v. The City shall encourage its citizens to use mass transit systems, where possible, to make greater effectiveness of the transit system while reducing automobile usage.~~

~~vi. The City shall coordinate with the transit providers to encourage carpooling and investigate if there is a local need for carpooling in the Tigard area.~~

~~Section 4: TRANSPORTATION FOR THE DISADVANTAGED~~

~~Key Findings~~

~~• Tri-Met is responsible for providing handicapped transit accessibility including coordination of special transit services by social service agencies.~~

~~• Tri-Met conducts the detailed special handicapped transit planning necessary to identify required service improvements and adopt a plan for meeting federal requirements for handicapped accessibility.~~

~~Goal~~

~~12.4 Transportation for the Disadvantaged~~

~~POLICIES~~

~~8.4.1 THE CITY SHALL COORDINATE WITH WASHINGTON COUNTY, TRI-MET AND OTHER REGIONAL AND STATE AGENCIES IN THE IDENTIFICATION AND ACCOMMODATION OF INDIVIDUALS WITH SPECIAL TRANSPORTATION NEEDS.~~

~~Recommended Action Measures~~

~~i. The City shall require, through the implementation process, that parking spaces be set aside and marked for disabled persons [parking] and that such spaces be located in convenient locations.~~

~~ii. The City shall continue to coordinate with [the] appropriate agencies in the identification and accommodation of those individuals with special transportation needs.~~

~~Section 5: PEDESTRIAN AND BICYCLE PATHWAYS~~

~~Key Findings~~

- ~~As the City of Tigard continues to grow, more people may rely on the bicycle and pedestrian pathways for utilitarian as well as for recreational purposes.~~
- ~~In 1974, the City Council adopted a Comprehensive Pedestrian/Bicycle Pathway Plan.~~
- ~~The City has required adjacent development to install that portion of the bicycle/pedestrian pathways shown on the adopted plan which abuts the development.~~
- ~~The City has implemented portions of the adopted plan through the City's overlay program.~~
- ~~The adopted Bicycle/Pedestrian Plan provides for a dual function pathway system; bicycles and pedestrians use the same system.~~

~~Goal:~~

~~12.5 Pedestrian and Bicycle Pathways~~

~~POLICIES~~

~~8.5.1 THE CITY SHALL LOCATE BICYCLE/PEDESTRIAN CORRIDORS IN A MANNER WHICH PROVIDES FOR PEDESTRIAN AND BICYCLE USERS, SAFE AND CONVENIENT MOVEMENT IN ALL PARTS OF THE CITY, BY DEVELOPING THE PATHWAY SYSTEM SHOWN ON THE ADOPTED PEDESTRIAN/BIKEWAY PLAN.~~

~~Recommended Action Measures~~

~~i. The City shall review each development request adjacent to areas proposed for pedestrian/bike pathways to ensure that the adopted plan is properly implemented, and require the necessary easement or dedications for the pedestrian/bicycle pathways.~~

~~ii. The City shall review and update the adopted Pedestrian/Bikeway Plan on a regular basis to ensure all developing areas have accessibility to the Pedestrian/Bikeway system.~~

~~iii. The City shall coordinate with Washington County to connect the City's Pedestrian/Bike~~

Pathway system to the County's system.

iv. City codes shall include provisions which prohibit motor driven vehicles on designated and maintained pedestrian/bicycle pathways.

Section 6: RAILROADS

Key Findings

- Tigard is serviced by Southern Pacific and Burlington Northern railroad lines which carry strictly freight through the City Limits.
- Within the downtown area each railroad company has its own trackage and the usage of those lines is based on the railroads' needs.
- There should only be one set of railroad tracks traversing the downtown area. The City is in the process of discussing this issue with both railroads.
- Many of the commercial and industrial businesses within Tigard rely on the railroads for the shipping and receiving of goods.
- The City is currently coordinating the upgrading of all the railroad crossings within Tigard with the railroads.

Goal:

12.6 Railroads

POLICIES

8.6.1 THE CITY SHALL COOPERATE WITH THE RAILROADS IN FACILITATING RAIL FREIGHT SERVICE TO THOSE COMMERCIAL AND INDUSTRIAL BUSINESSES WITHIN THE CITY THAT DEPEND ON RAILROAD SERVICE.

Recommended Action Measures

1. The City shall continue to coordinate with the Southern Pacific and Burlington Northern railroads to provide adequate railroad service.
2. The City shall designate adequate commercial and industrial land within close proximity to existing railroad service lines to ease railroad accessibility to those businesses that rely on the service.
3. The City shall coordinate with the railroads to combine the trackage within the downtown area.

(Rev. Ord. 02-03)

MEMORANDUM

TO: Mayor Dirksen and City Council

FROM: Judith Gray, Sr. Transportation Planner & Darren Wyss, Sr. Planner

RE: Supplemental Staff Report - 2035 Transportation System Plan

DATE: September 29, 2010

This memorandum provides a summary of oral testimony from citizens at the June 21, 2010 Planning Commission Hearing on Comprehensive Plan Amendment CPA2010-00001 and provides supplemental findings that support the Planning Commission action and legislative intent regarding compliance with statewide planning goals.

Public Comment

The Tigard Planning Commission held a public hearing on June 21, 2010 pertaining to Comprehensive Plan Amendment CPA2010-00001 Transportation System Plan (TSP). In advance of the hearing, a staff report and subsequent addenda were provided to the Planning Commission which summarized, among other things, the public involvement process throughout the development of the TSP, up to the day of the public hearing. Public comments received through this process are included in Exhibit C.

Three citizens testified at the June 21 Planning Commission hearing: one in support of the TSP and two opposed. All of the testimony pertained to the proposed Ash Avenue and Walnut Street projects (Projects 18 and 27). The testimony and responses are summarized below:

Citizen Comment: One citizen testified in support of the TSP and specifically supported the Ash Avenue bridge. She stated that the project would be an improvement for circulation and is needed for future density. She suggested it could be maintained as a bicycle/pedestrian/emergency access and converted to a two-way traffic street in the future.

Staff Response: None

Citizen Comments: Two citizens testified in opposition to the plan. One cited the Ash Avenue bridge, and concerns about potential wetland impacts and resulting flooding as well as increased traffic. The second raised concern about the Walnut extension to Ash Avenue. She suggested Frewing Street would be a reasonable alternative.

Staff Response: Potential environmental impacts would be addressed in an engineering analysis before construction of these projects could take place. Potential traffic impacts and phasing options with potential pedestrian/bike/emergency access limitations could be addressed as part of an Ash Avenue Corridor Study, which was recommended in the Tigard Downtown Improvement Plan. The Ash Avenue Corridor Study was not included in the draft TSP that the Planning Commission had reviewed.

PLANNING COMMISSION DECISION

Upon consideration of the public comments and testimony along with staff responses and potential recommendation options, Planning Commission voted unanimously to recommend approval of the TSP with the following changes:

- An Ash Avenue Corridor Plan was included among the "Future Plans and Studies" identified in Table 5-4.
- The timeframes for the two projects shown in Table 5-6 were changed from "Near-Term" to "Mid-Term" in order to ensure that the corridor plan could be conducted prior to construction.

Supplemental Findings

These findings are in addition to, and not substitutes for, the findings in the June 14, 2010 staff report for CPA2010-00001. They address the basis for the Planning Commission decision on June 21, 2010 and clarify Council's legislative intent in adopting the 2035 TSP.

Statewide Planning Goal 1 – Citizen Involvement
This goal outlines the citizen involvement requirement for adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

Supplemental Findings: This goal was achieved (further to the measures identified in the original staff report) through the public comment opportunities and responses leading up to and including the Planning Commission Public Hearing. Public notice and contact information was provided sufficient to receive comments via email and telephone, and to accommodate oral testimony at the hearing. Comments were used as a basis for additional background research and modification to the TSP.

Statewide Planning Goal 12: Transportation
To provide and encourage a safe, convenient, and economic transportation system.

Supplemental Findings: Based on public testimony, written and oral, and consideration of options presented by staff, Planning Commission recommended adoption with amendments to the implementation elements of the draft TSP. Specifically, an additional item was added to the future plans and studies listed in Table 5-4: -- "Ash Avenue -- Walnut Street Extension Corridor Study" -- to ensure an sufficient opportunity for public involvement in

future planning for Projects 18 and 27. Also, Table 5-6 was modified to identify the time frames for both projects as mid-term rather than near-term.

Goal 12 is further satisfied through regulatory elements included in the TSP, which are described in the Policy/Regulatory Elements section on pages 47 through 59, including Figure 5-2 Roadway Functional Classifications. This section identifies the functional classifications and, where applicable, references specific standards implemented through the Tigard Development Code Title 18. These standards and their regulatory function are not changed as a direct result of the TSP adoption; however, under certain headings (e.g., Street Design Standards, Intersection Performance Standards) further review of the standards is recommended by the TSP.

Background material used in development of the TSP is included in Volumes 2 and 3. The documents do not contain any changes in policies, plans, or standards. Rather, these volumes include reference materials and technical memoranda developed through the TSP process using methods in keeping with accepted industry standards and practices. These materials were available to the public and interested parties as they were developed and throughout the TSP update process through the project web site. They were also presented at public meetings and were the basis of the technical review by the Citizen Advisory Committee. They are not included in the staff report but are included as part of the public record.

Recommendations

1. Planning Commission recommends approval of the 2035 Transportation System Plan CPA 2010-00001.
2. Staff recommends that the record be augmented by the supplemental findings contained herein.

From: jefku@comcast.net
Sent: Monday, June 21, 2010 12:06 PM
To: Darren Wyss
Subject: TSP

June 20, 2010

City of Tigard
Tigard Planning Commission

Re: Tigard 2035 Transportation System Plan Adoption / Comprehensive Plan Amendment (CPA) 2010-00001

Dear Planning Commission members:

TRAILS – Many people use trails, myself included. However, trails do **NOT** belong in every greenway/open space left in Tigard. **We must keep some greenways, etc. FREE of trails in order to minimize human disturbance and protect these Goal 5 Significant habitat resources.** This is important, as the remaining greenways, etc. provide crucial habitat for songbirds, amphibians, reptiles, mammals, waterfowl and many other species. Placing trails in these important areas can displace wildlife and cause serious disruption to migration corridors, breeding habitat, etc. Tigard has a number of State listed Sensitive-critical species that depend on their survivial for these remaining habitats; the Red-legged frog and Western pond and painted turtles utilize Summer Creek and the adjacent riparian corridor and remaining uplands for feeding, basking, overwintering and breeding habitats.

Summer Creek trail/new crossing: The proposed Transportation Plan has a new proposed trail going through the riparian corridor/floodplain along Summer Creek (see map) as well as a crossing of the creek from Katherine Street to 116th Street. We adamantly **OPPOSE** this crossing of the stream as well as the proposed trail along Summer Creek. These would seriously compromise the intact riparian corridor along the creek, disrupt and disturb the habitat as well as the migration corridor for a host of species including migratory birds, the State listed painted turtle and waterfowl. This is one of the few, remaining areas in Tigard that still has native turtles and we need to leave it alone!

This proposed trail would not help to get people from point A to B as argued by a certain person in Tigard. Rather, it would be more prudent and cost efficient to install sidewalks on existing streets as well as **safe crossings** across SW 121st and other well used crossings. The cost estimate by the consultant last year was over **$300,000!!** just for the creek crossing and path to 116th. That is a waste of taxpayer dollars and should be used for building safe street crossings instead!

We HIGHLY RECOMMEND REMOVING THE SUMMER CREEK TRAIL/CREEK CROSSING from the TSP for the above reasons. We do not want it, neighbors don't want it and most important, wildlife does not want it in their habitat.

<u>Fanno Creek Park trails</u>; We OPPOSE any new trails that cross wetlands within Fanno Creek Park. Tigard is working with CWS to create a new meander of Fanno Creek. We cannot support any new trails in this area since this area is significant wildlife habitat and is one of few remaining crucial habitats for western pond turtles, which are highly sensitive to disturbance and are State listed. Rather, the existing, eroding trail to the south of the creek should be removed, and trails should be kept out of this area.

Metro's Green Trail Guidelines; the proposed TSP and any discussion of where to place any new trails should follow Metro's Green Trail Guidelines, which state that trails should **AVOID** stream crossings and riparian corridors. There is a reason for this, as these areas are considered Significant Habitat, and it is important to avoid and minimize disturbance to these very special areas that harbor a host of listed and declining species.

Safe Crossings: Rather than build new trails, which also are Very costly, we would like to see sidewalks and crossings installed along/across streets to get people to walk more and get out of their cars. One example of this is the need for a crossing at SW 121st and Tigard Place. People already use this crossing to get to Summer Lake Park.
Another area that needs safe, marked crossings is at SW North Dakota Street and 115th.

Tigard's Comprehensive Plan (CP) – The city of Tigard recently revised the CP, of which Policy 6 of the Parks, Recreation, Trails and Open Space section states that "The City shall acquire and manage some open spaces **to solely provide protection of natural resources….".** And Policy 17 of this section of the CP states that "The City shall maintain and manage its parks and open space resources in ways that preserve, protect, and restore Tigard's natural resources, including rare, or state and federal listed species,…". Both of these policies were written by citizens including myself, who served on the committee for over a year, who are very concerned about natural resources in Tigard, and who wanted to make sure that these policies in the revised CP would protect our fish and wildlife and habitats.

We specifically agreed and then stated in our meetings with city staff during development of the Natural Resources section of the CP that areas such as Summer Creek should NOT have new trails or stream crossings in order to make sure that wildlife and habitats were protected from disturbance, impacts, etc. The proposed TSP should adequately address existing goals and policies as mentioned above, which, in its current form, we believe it **fails to do** regarding the placement of new trails, etc.

Goals and policies in TSP; Upon reviewing the proposed goals and policies, we note that under Goal 1, there is a policy that states "The City shall strive to protect the environment….". Why is the wording always weakened when it comes to protecting the environment in Tigard?? This wording should be changed to "**The City Shall protect the**

environment…." Just **drop the word "strive**" which weakens the policy and as we note, no other policy here has the word strive in it.

Again, under Goal 1, The next policy is worded "The city shall mitigate impacts to the natural environment….". Rather, this should be changed to "**The city shall <u>AVOID</u> impacts to the natural environment associated with proposed transportation**…". Again, it is a weak policy in its present form and needs to be better. Citizens understand and are quite aware that mitigation often fails, and the best policy in the first place is to always AVOID any impacts to the natural environment, especially in Tigard's case where we already are in a state of having lost much of our uplands and riparian habitats. We can never replace what is lost.

Under Goal 3, there needs to be a new policy added that addresses natural resources and avoids impacts to fish, wildlife, etc. which currently is lacking under this goal. Our recommendation for a new policy is as follows:

<u>The City shall avoid placing any new trails and stream crossings in riparian habitats, significant habitat, greenways or across any streams in order to avoid impacts to these significant resources.</u>

Streets; In the proposed TSP are several streets which are **NOT needed**, are too costly and most importantly, would cause too much environmental damage by crossing Fanno Creek and removing riparian habitat, etc. These include:

Extension of Wall street across Fanno Creek
Extension of Ash Street across Fanno Creek
Extension of Walnut Street across Fanno Creek

These need to be removed from the TSP permanently. Citizens do not want them, they are too costly, they would disrupt existing neighborhoods, they would cause too much damage and disturbance to Fanno Creek and the surrounding Significant Habitats and they would only cause more traffic problems by increasing traffic in these areas.

Sincerely,

Susan Beilke and Jeff Paine

June 20, 2010

City of Tigard
Tigard Planning Commission

Re: Tigard 2035 Transportation System Plan Adoption / Comprehensive Plan Amendment (CPA) 2010-00001

Dear Planning Commission members:

The city of Tigard has developed a preliminary transportation plan (TSP) for the next 25 years. We appreciate the time and effort that have gone into developing this plan. However, I have lived here now for over 20 years and as a biologist and wildlife advocate, have been very concerned over the lack of protection and conservation of our natural resources in many instances as new development continues along with the infrastructure of roads, etc. Our new transportation plan MUST consider and incorporate **much stronger** protections for our remaining natural resources in order to adequately conserve the remaining habitats and fish and wildlife.

Our comments are as follows:

- **TRAILS** – Many people use trails, myself included. However, trails do **NOT** belong in every greenway/open space left in Tigard. **We must keep some greenways, etc. FREE of trails in order to minimize human disturbance and protect these Goal 5 Significant habitat resources.** This is important, as the remaining greenways, etc. provide crucial habitat for songbirds, amphibians, reptiles, mammals, waterfowl and many other species. Placing trails in these important areas can displace wildlife and cause serious disruption to migration corridors, breeding habitat, etc. Tigard has a number of State listed Sensitive-critical species that depend on their survivial for these remaining habitats; the Red-legged frog and Western pond and painted turtles utilize Summer Creek and the adjacent riparian corridor and remaining uplands for feeding, basking, overwintering and breeding habitats.

- **Summer Creek trail/new crossing**: The proposed Transportation Plan has a new proposed trail going through the riparian corridor/floodplain along Summer Creek (see map) as well as a crossing of the creek from Katherine Street to 116th Street. We adamantly **OPPOSE** this crossing of the stream as well as the proposed trail along Summer Creek. These would seriously compromise the intact riparian corridor along the creek, disrupt and disturb the habitat as well as the migration corridor for a host of species including migratory birds, the State listed painted turtle and waterfowl. This is one of the few, remaining areas in Tigard that still has native turtles and we need to leave it alone!

  This proposed trail would not help to get people from point A to B as argued by a certain person in Tigard. Rather, it would be more prudent and cost efficient to install sidewalks on existing streets as well as **safe crossings** across SW 121st and other well used crossings. The cost estimate by the consultant last year was over **$300,000!!**

just for the creek crossing and path to 116th. That is a waste of taxpayer dollars and should be used for building safe street crossings instead!

We HIGHLY RECOMMEND REMOVING THE SUMMER CREEK TRAIL/CREEK CROSSING from the TSP for the above reasons. We do not want it, neighbors don't want it and most important, wildlife does not want it in their habitat.

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- **Metro's Green Trail Guidelines;** the proposed TSP and any discussion of where to place any new trails should follow Metro's Green Trail Guidelines, which state that trails should **AVOID** stream crossings and riparian corridors. There is a reason for this, as these areas are considered Significant Habitat, and it is important to avoid and minimize disturbance to these very special areas that harbor a host of listed and declining species.

- **Safe Crossings:** Rather than build new trails, which also are Very costly, we would like to see sidewalks and crossings installed along/across streets to get people to walk more and get out of their cars. One example of this is the need for a crossing at SW 121st and Tigard Place. People already use this crossing to get to Summer Lake Park. Another area that needs safe, marked crossings is at SW North Dakota Street and 115th.

- **Tigard's Comprehensive Plan** (CP) – The city of Tigard recently revised the CP, of which Policy 6 of the Parks, Recreation, Trails and Open Space section states that "The City shall acquire and manage some open spaces **to solely provide protection of natural resources….".** And Policy 17 of this section of the CP states that "The City shall maintain and manage its parks and open space resources in ways that preserve, protect, and restore Tigard's natural resources, including rare, or state and federal listed species,…". Both of these policies were written by citizens including myself, who served on the committee for over a year, who are very concerned about natural resources in Tigard, and who wanted to make sure that these policies in the revised CP would protect our fish and wildlife and habitats.

We specifically agreed and then stated in our meetings with city staff during development of the Natural Resources section of the CP that areas such as Summer Creek should NOT have new trails or stream crossings in order to make sure that wildlife and habitats were protected from disturbance, impacts, etc. The proposed TSP should adequately address existing goals and policies as mentioned above, which, in its current form, we believe it **fails to do** regarding the placement of new trails, etc.

- **Environmental Resources Map, Figure 4-1;** This map is not accurate and needs to be revised before this TSP can be adopted! For example, it does not show all the water bodies in Tigard, nor does it adequately show all of the significant Goal 5 resources or the floodplain areas.

- **Goals and policies in TSP**; Upon reviewing the proposed goals and policies, we note that under Goal 1, there is a policy that states "The City shall strive to protect the environment….". Why is the wording always weakened when it comes to protecting the environment in Tigard?? This wording should be changed to "**The City Shall protect the environment**…." Just **drop the word "strive**" which weakens the policy and as we note, no other policy here has the word strive in it.

    - Again, under Goal 1, The next policy is worded "The city shall mitigate impacts to the natural environment….". Rather, this should be changed to "**The city shall <u>AVOID</u> impacts to the natural environment associated with proposed transportation**…". Again, it is a weak policy in its present form and needs to be better. Citizens understand and are quite aware that mitigation often fails, and the best policy in the first place is to always AVOID any impacts to the natural environment, especially in Tigard's case where we already are in a state of having lost much of our uplands and riparian habitats. We can never replace what is lost.

    - Under Goal 3, there needs to be a new policy added that addresses natural resources and avoids impacts to fish, wildlife, etc. which currently is lacking under this goal. Our recommendation for a new policy is as follows:

<u>The City shall avoid placing any new trails and stream crossings in riparian habitats, significant habitat, greenways or across any streams in order to avoid impacts to these significant resources.</u>

- **Streets;** In the proposed TSP are several streets which are **NOT needed**, are too costly and most importantly, would cause too much environmental damage by crossing Fanno Creek and removing riparian habitat, etc. These include:
    - **Extension of Wall street across Fanno Creek**
    - **Extension of Ash Street across Fanno Creek**
    - **Extension of Walnut Street across Fanno Creek**

These need to be removed from the TSP permanently. Citizens do not want them, they are too costly, they would disrupt existing neighborhoods, they would cause too much damage and disturbance to Fanno Creek and the surrounding Significant Habitats and they would only cause more traffic problems by increasing traffic in these areas.

- **Bus transportation**; many of our major streets including Tigard Street west of downtown, do not have bus transportation. This should be a **MAJOR focus** and part of our new TSP. We recommend the city go back and adequately address how bus transportation can meet the needs of the future of Tigard. We would rather have more buses than any new streets, it would be much cheaper and environmentally friendly if we had buses running on biofuels as many cities now do.

We appreciate the opportunity to comment on the proposed TSP. In conclusion, we believe that to wisely plan for the future transportation needs of Tigard, while at the same time protecting and conserving our remaining natural resources, that Tigard should focus on creating new safe street crossings for pedestrians, focus on new bus routes within the city and drop plans for new trails that negatively impact our remaining natural resources.

Sincerely,

Susan Beilke
Board member, Fans of Fanno Creek
Director, The Turtle Conservancy

City *of* Tigard
Memorandum

To: President Walsh and Members of the Planning Commission

From: Judith Gray, Senior Transportation Planner

Re: Ash Avenue and Walnut Avenue Downtown Projects

Date: June 17, 2010

At the June 21 public hearing, Planning Commission will be asked to make a recommendation to City Council regarding the 2035 Transportation System Plan (TSP) Update. Planning Commission could 1) recommend approval in its current form; 2) recommend approval with changes; or 3) recommend it not be approved, without specific changes identified.

Three related projects in the 2035 TSP involve Ash Avenue and Walnut Street in downtown and have been the subject of concern. The projects are:

#17: Ash Avenue crossing the railroad tracks. This will be a critical connectivity improvement for downtown. It does not seem to part of the concern.
#18 – Ash Avenue bridge over Fanno Creek.
#27 – Walnut Street Extension from 99W to Ash Avenue.

You are aware that there are strong opinions about these projects, both for and against. This memorandum provides some background on these projects and suggests possible direction as you consider your recommendation to Council regarding the TSP.

Potential Recommendation

Based on a review of past plans and concerns raised by citizens currently and in the past, one option for the Planning Commission would be to recommend the following changes to the TSP:

1. Add a new project: An *Ash Avenue Corridor Study*, consistent with the recommendation of the TDIP (more on this below). Such efforts -- including traffic analysis, engineering due diligence, and public involvement – would be required before the bridge could be constructed. Including the study in the TSP Update would formalize the requirement and help to clarify the potential benefits and impacts of the projects.
2. Move Projects #18 and #27 to mid-term or long-term. This would provide an opportunity to focus on the Ash Avenue railroad crossing while completing the Corridor Study.

Project 17, the Ash Avenue railroad crossing, should remain in the near-term. This project has enough issues that it will take considerable effort complete it within the next several years.

Of course, Planning Commission will also have the option of continuing the hearing if other topics or questions are raised or if additional time for deliberation is needed.

Background on Ash Avenue-Walnut Street Projects

The following background information will provide some historical context for these projects.

Project Purposes

Projects 18 and 27 are the focus of the concern due to potential environmental and neighborhood impacts. The TSP is conducted at such a "high level" of planning that currently these projects are little more than lines on a map. Specific alignments and connections have not been developed. However, their general purposes can be described as follows:

The Walnut Street extension (#27) would provide alternative access to downtown from Pacific Highway and neighborhoods to the northwest. With the planned realignment of the Scoffins-Hunziker connection (Project #11) and a Hwy 217 overcrossing at Hunziker-Hampton, Project #27 would be a link in a continuous east-west route from Scholls to 72nd Avenue. Even if all of these projects do not happen within the 25 year TSP horizon, the Walnut Extension is one of limited options for a long-run circulation improvement.

The Ash Avenue Fanno Creek Bridge (#18) has dual purposes. One is that the bridge provides the essential link to the Walnut extension. Another purpose for the Ash Avenue extension is to connect downtown to the neighborhoods. The opposition I have heard is mostly related to environmental impacts and potential traffic added to the Ash Avenue residential neighborhoods.

Past Plans and Studies

These are not new projects. They were included in the 2002 TSP and in planning documents going back decades. The oldest document found is a 1974 neighborhood plan that includes the connection of Ash Avenue to the neighborhood. The intent was to provide a route for the neighborhood to access downtown without using Pacific Highway. Also, the City has aerial photos from the 1940s (we believe it is 1946) showing a bridge once existed over Fanno Creek and connected Ash Ave to downtown. Further, the City continues to own right of way across Fanno Creek to Ash Avenue.

Other plans that include one or both of these projects are:

- A Plan for Downtown – Ash Avenue, 1974
- Tigard Transportation System Plan, 2002
- Tigard Downtown Improvement Plan (TDIP), 2005
- Downtown Tigard Circulation Plan, (still in process)

The TDIP has been the source of some confusion. Apparently, in the course of this project, it was agreed to remove the Ash Avenue extension from the project. This apparently led some residents to believe that the Ash Avenue Fanno Creek bridge was removed from plans altogether because it was removed from the TDIP. However, the TDIP only removed it from the scope of that study so that it was no longer discussed in that plan. The Implementation Plan in the final report states the following:

> "Overall, the City's currently adopted Transportation System Plan (TSP) will accommodate the Preferred Design Alternative without any significant impacts to the regional or local transportation system in the study area. There are no modifications to the TSP recommended at this time as being needed to help carry out this Plan."

This is followed by a list of action measures, which includes the following:

> *"Achieve consensus on alternative Downtown Access Improvements.* Extending Ash Avenue from Walnut to Downtown Tigard is included in the adopted TSP; however some stakeholders would prefer that the street not be constructed. The City will be undertaking an Ash Avenue corridor study to address the improvements identified in the Ash Avenue Improvements catalyst project discussed above. It is recommended that the City conduct an examination of potential alternatives for improving access to downtown. Detailed travel demand to, from and within Downtown and sub-area travel demand models should be developed to support this process. If the identified access improvements do not include an extension of Ash Avenue across Fanno Creek, it is recommended that the TSP be updated accordingly to remove it".

I have attached relevant pages from the TDIP for your convenience.

City *of* Tigard
Memorandum

To: President Dave Walsh and Planning Commission Members

From: Darren Wyss, Senior Planner

Re: Response to Citizen Comments

Date: June 16, 2010

On Monday, June 21, 2010, the Planning Commission will hold a public hearing on the Tigard 2035 Transportation System Plan (CPA2010-00001). The Commission has received the packet of materials for the public hearing and included is a Citizen Comment Matrix (Exhibit D to the Staff Report). The deadline for submitting the packet of materials for Commission review did not afford City staff the time to adequately respond to the citizen comments. This memorandum provides staff response and will be submitted as part of the public hearing record.

Four citizens (Mr. Westfall, Ms. Honeyman, Ms. Peterson, and Mr. Frewing) submitted comments either by telephone or email. All comments were regarding the proposed projects to connect Walnut St. to Ash Ave. (projects 18 and 27) and into downtown Tigard. Below is staff response:

Comments from Mr. Westfall, Ms. Honeyman, Ms. Peterson, and Mr. Frewing (items a. - c., and f.)

Response: The technical analysis performed to inform the Tigard 2035 Transportation System Plan (TSP) shows a benefit in making the Walnut St. /Ash Ave. connection. The Transportation Needs and Deficiencies Report and the Transportation System Solutions Report contain the analysis. Both can be found in Volume 3: 2035 TSP Technical Appendix.

The Transportation Needs and Deficiencies Report (pgs. 8-10) identifies connectivity as an important component of capacity relief and circulation improvements. It also identifies that a limited number of opportunities exist to improve connectivity, particularly east/west across the community. The Transportation System Solutions Report (pgs. 11-12) reiterates that analysis and administers a qualitative evaluation system (Table 5-5, pg. 8) to the projects. Based on the qualitative evaluation, the projects were recommended to remain in the TSP (pg. 35).

As with any capital improvement decision, the pros and cons of the project must be weighed. The analysis shows that the project is still viable and important as conditions, including congestion and circulation, haven't improved since 2002 when the current TSP was adopted with these projects included. Other projects that have been removed have seen significantly changed circumstances or the evaluation of its impact versus value has changed.

The inclusion of the project in the TSP is a line on a map at this point. As with most major roadway projects, a series of studies would need to take place before any construction began. Planning and engineering studies, environmental assessments, and public input would identify the exact alignment, impact, and connections to existing streets. The impacts to the neighborhood, and Fanno Creek Park and its natural resources could be studied in a separate corridor study as recommended in the Tigard Downtown Improvement Plan. Additionally, the Ash Ave. crossing of the railroad tracks (Project 17) needs to occur first for the extension to be a useful project.

Mr. Frewing (item d)

Response: The technical analysis does not provide the level of detail to determine the circulation patterns of downtown traffic or the shopping patterns of individuals. The additional access point into downtown Tigard would provide and alternate access path. As the downtown begins to redevelop and the potential for more commercial businesses along Main St. increases, there is no evidence that this connection would discourage the patronage of these businesses.

Mr. Frewing (item e)

Response: The Tigard 2035 TSP is an update of the existing document. The starting point was to evaluate all projects included in the existing document and make recommendations on the projects that should remain and should be removed or altered. The technical analysis performed shows the projects still provide a benefit to the community.

As always, if you have any questions, please feel free to contact either Judith Gray at Judith@tigard-or.gov or 503-718-2557 or Darren Wyss at darren@tigard-or.gov or 503-718-2442.

Darren Wyss

From: jfrewing [jfrewing@teleport.com]
Sent: Thursday, June 10, 2010 5:55 AM
To: Darren Wyss
Subject: Comment on TSP 2010

Follow Up Flag: Follow up
Flag Status: Completed

Darren,

Please include the following comment in material provided to the Planning Commission for their June 21 consideration of the TSP 2010:

The Tigard TSP 2010 should not include a planned extension of Walnut, crossing Fanno Creek to connect to Ash. I offer the following reasons:

a. This is a very large, intrusive and expensive project that Tigard does not really 'need'. As I saw some similar plans characterized recently, this is 'a big idea that (needs to) hit reality.' The Planning Commission should consider the distinction between what the city 'wants' versus what the city 'needs' and hew to the latter. It is the inclusion of projects like this which make people like me think that our city is not sustainable.

b. This project would remove park area from Fanno Creek Park. Tigard already is shy of park areas, and the addition of a collector across the park makes that situation more severe.

c. This project creates another crossing of Fanno Creek, one of the imporrtant natural features of Tigard. Despite mitigation efforts, there is likely to be some impact on the stream and its riparian areas, even if only the proximity of more people to the stream.

d. This project would draw people away from Main Street, for which the city has made extensive renovation plans as the focus of downtown Tigard.

e. On earlier versions of the TSP 2010, when questioned about this proposed project, staff has told me that this project 'is just on the map because it was on the old map' and that there would be no intent to carry this project to the new TSP simply because of this historic planning.

f. This project would significantly disrupt an existing high density neighborhood of residences west of Fanno Creek. This neighborhood has in the past opposed the extension of Walnut across Fanno Creek to Ash, and its opposition should be respected.

As soon as practicable, and hopefully in advance of the June 21 hearing, please provide to me and to the Planning Commission the rationale and 'need' for this project to be included on the TSP 2010 street improvement map. I presume there are studies and documentation of outreach in the record of TSP development which support this project.

Sincerely, John Frewing 7110 SW Lola Lane, Tigard 97223 503-245-5760

Darren Wyss

From: Susan Hartnett
Sent: Sunday, June 13, 2010 6:48 PM
To: Judith Gray; Darren Wyss
Cc: Sean Farrelly
Subject: FW: TSP & TDIP comment

Maybe Ron forwarded this to all or some of you in another message but I wanted make sure you saw it. - Susan _____
From: Craig Prosser
Sent: Saturday, June 05, 2010 5:46 PM
To: Ron Bunch; Susan Hartnett
Subject: Fwd: TSP & TDIP comment

Craig Prosser

Begin forwarded message:

From: Craig Dirksen <craigd@tigard-or.gov<mailto:craigd@tigard-or.gov>>
Date: June 5, 2010 4:27:47 PM PDT
To: Liz Newton <LIZ@tigard-or.gov<mailto:LIZ@tigard-or.gov>>, Craig Prosser <CRAIG@tigard-or.gov<mailto:CRAIG@tigard-or.gov>>, Councilmail Councilmail <councilmail@tigard-or.gov<mailto:councilmail@tigard-or.gov>>
Subject: FW: TSP & TDIP comment

From: Ben Westfall[SMTP:BENWESTFALL@GMAIL.COM]
Sent: Saturday, June 05, 2010 4:27:44 PM
To: Craig Dirksen
Subject: TSP & TDIP comment
Auto forwarded by a Rule
Craig,

I am a concerned citizen of Tigard and I've seen some alarming information lately in the TSP draft dated April 2010 about the revival of the Ash extension over Fanno Creek (item #17) and the so called "completion" of Walnut St (item #27). Both of these projects provide no value to the people that live in the surrounding neighborhoods and in fact will ruin them by increasing unwanted transitory traffic reducing their safety for children as well as lowering property values of houses that were purchased because they are in quiet neighborhoods with small amounts of traffic.

I was at the meeting where these items were promised to be dropped from the agenda. I recall it being paramount to the passing of the Tigard Downtown Improvement Project. Are you one of those lying sons of bitches politicians that say what ever you want to get elected then piss all over your constituents for god knows what (money and greed I'd assume). What's the slogan again that Tigard has spent ten's of thousands on signage all over the place "Tigard a place to call home" or some drivel like that? Should that be rewritten as "... a place no longer suitable to call home for damn near all the houses around the downtown area". Increasing the "availability" of these neighborhoods to downtown will do nothing more than invite traffic and crime to them. Those are the top 2 items in your friggin surveys that tigard citizens complain about. Why would you, as an elected official by the people for the people, piss on that by increasing these problems for Tigard Neighborhoods?

The WES diesel train will never bring paying customers to tigard of any fashion. It's a commuter rail, which implies carrying commuters to work, and a poor one at that. It never stands a chance of paying for itself even at maximum capacity. The shear dollars wasted (and continuing with its current funding) are appauling. It will never serve the citizens of tigard before, during, or after the TDIP.

I'm confused and unimpressed at the "vision" for the TDIP. It might "revive" a struggling downtown but at the expense of the people that currently live there? That sounds like a resounding failure to me.

-Ben Westfall
Citizen of Tigard

_____

DISCLAIMER: E-mails sent or received by City of Tigard employees are subject to public record laws. If requested, e-mail may be disclosed to another party unless exempt from disclosure under Oregon Public Records Law. E-mails are retained by the City of Tigard in compliance with the Oregon Administrative Rules “City General Records Retention Schedule.”

Agenda Item:
Hearing Date: **June 21, 2010 Time: 7:00 PM**

STAFF REPORT TO THE PLANNING COMMISSION FOR THE CITY OF TIGARD, OREGON

120 DAYS = N/A

SECTION I. APPLICATION SUMMARY

FILE NAME: **TIGARD 2035 TRANSPORTATION SYSTEM PLAN ADOPTION**

FILE NO.: **Comprehensive Plan Amendment (CPA) CPA2010-00001**

PROPOSAL: To amend the current Tigard Comprehensive Plan Goal 12: Transportation and the Tigard Public Facility Plan to incorporate the Tigard 2035 Transportation System Plan.

APPLICANT: City of Tigard
13125 SW Hall Boulevard
Tigard, OR 97223

OWNER: N/A

LOCATION: Citywide

ZONING DESIGNATION: All City zoning districts

COMP PLAN: All City comprehensive plan designations

APPLICABLE REVIEW CRITERIA:

Community Development Code Chapters 18.380 and 18.390; Comprehensive Plan Goals 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and Special Planning Area: Downtown; the Regional Transportation Plan; the Oregon Highway Plan; Oregon Administrative Rule 66-12; and Statewide Planning Goals 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14.

SECTION II. STAFF RECOMMENDATION

Staff recommends that the Planning Commission finds this request to meet the necessary approval criteria. Therefore, staff recommends that the Planning Commission RECOMMENDS to the Tigard City Council that it amends the Tigard Comprehensive Plan and Tigard Public Facility Plan as determined through the public hearing process.

SECTION III. BACKGROUND INFORMATION

Project History

The 2035 Tigard Transportation System Plan (2035 TSP) is an important long-range planning tool for Tigard as it prepares for future growth in the community and region. The 2035 TSP, an update of the previously adopted plan, was initiated in 2008 and completed in 2010. It was funded by the state's Transportation and Growth Management Program. The completion of the 2035 TSP is timely for two reasons. First, traffic congestion has consistently ranked as the number one issue facing Tigard in community attitude surveys and the City is committed to finding solutions to this issue. Secondly, the community has developed a vision for Tigard's future and a key component of this vision is developing an efficient and balanced multi-modal transportation system. The TSP ensures the vision for the transportation system meets community needs, communicates the City's aspirations, and conforms to state and regional policies. An effective TSP will provide:

- A blueprint for transportation investment;
- A coordination tool with regional agencies and local jurisdictions;
- An important component of prudent and effective land use choices; and
- Answers to existing and future transportation needs related to bicycles, pedestrians, transit, vehicles, freight, and rail.

The document meets the state requirements for a TSP and acts as a resource for staff, decision makers, and the public. It identifies the preferred multi-modal transportation system, consisting of a network of facilities adequate to serve local, regional, and state transportation needs. It is the principal document used for identifying the function, capacity, and location of future facilities, directing resources to transportation projects, and providing the community with the level of investment that will be needed to support anticipated development within the community.

One important task in the development of the 2035 TSP was to consider land use and transportation efforts already completed by the City. This allowed the TSP to analyze and build upon previously adopted plans to ensure consistency and continuity for the transportation system. Plans for Downtown Tigard, the Washington Square Regional Center, Highway 217, and Pacific Highway-99W were incorporated into the TSP.

The 2035 TSP also serves as the transportation element, and as a supporting document, of the Tigard Comprehensive Plan (Comp Plan) as required by state law. Goals and policies were identified at an early stage of the 2035 TSP update and are adopted as the Goal 12: Transportation element of the Comp Plan. These goals and policies will help to guide future decisions. It was important to ensure the transportation goals and policies were coordinated with the entire Comp Plan because an integrated land use and transportation system is essential to reaching the community's vision. In general, as the Comp Plan is "comprehensive" in nature, all goals and policies are intended to be supportive of one another.

The progress of this plan was guided by the Project Management Team (PMT) made up of City of Tigard staff with input from the Oregon Department of Transportation (ODOT). The project was also guided by a Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC), City Council and Planning Commission.

The TAC provided guidance on technical aspects of the 2035 Tigard Transportation System Plan and consisted of staff members from regional partners and local jurisdictions. The CAC ensured

that the needs of people in the community of Tigard are incorporated in the 2035 TSP. The CAC consisted of Tigard residents who provided input throughout the process.

Proposal Description
The primary intent of the amendment is to ensure the City's Transportation System Plan and Comprehensive Plan remain viable tools for decision-makers. By adopting the amendment, the City will ensure it is in compliance with applicable laws, rules, regulations, plans, and programs. As importantly, the update will also ensure that Goal 12 of the Comprehensive Plan reflects current community conditions and values.

SECTION IV. SUMMARY OF REPORT

Applicable criteria, Commission findings and conclusions

- Tigard Community Development Code
  - Chapter 18.380
  - Chapter 18.390
- Applicable Comprehensive Plan Policies
  - Chapter 1: Citizen Involvement
  - Chapter 2: Land Use Planning
  - Chapter 5: Natural Resources and Historic Areas
  - Chapter 6: Environmental Quality
  - Chapter 7: Hazards
  - Chapter 8: Parks, Recreation, Trails, and Open Space
  - Chapter 9: Economic Development
  - Chapter 10: Housing
  - Chapter 11: Public Facilities and Services
  - Chapter 12: Transportation
  - Chapter 13: Energy Conservation
  - Chapter 14: Urbanization
  - Special Planning Area: Downtown
- Oregon Administrative Rule 660-012
- Oregon Highway Plan
- Regional Transportation Plan
- Statewide Planning Goals
  - Goals 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14.

City Department and outside agency comments

SECTION V. APPLICABLE CRITERIA AND COMMISSION FINDINGS

CITY OF TIGARD COMMUNITY DEVELOPMENT CODE (TITLE 18)

Chapter 18.380: Zoning Map and Text Amendments
Chapter 18.380.020 Legislative Amendments to the Title and Map
A. Legislative amendments. Legislative zoning map and text amendments shall be undertaken by means of a Type IV procedure, as governed by Section 18.309.060G

Findings: The amendment to the Tigard Comprehensive Plan establishes policies to be applied generally throughout the City of Tigard; and therefore, the application is being processed as a Type IV procedure, Legislative Amendment, as governed by Section 18.390.060G.

Chapter 18.390: Decision-Making Procedures
Chapter 18.390.020. Description of Decision-Making Procedures
B.4. Type IV Procedure. Type IV procedures apply to legislative matters. Legislative matters involve the creation, revision, or large-scale implementation of public policy. Type IV matters are considered initially by the Planning Commission with final decisions made by the City Council.

Findings: The amendment to the Tigard Comprehensive Plan establishes policies to be applied generally throughout the City of Tigard. Therefore was reviewed under the Type IV procedure as detailed in Section 18.390.060.G. In accordance with this section, the amendment was initially considered by the Planning Commission with City Council making the final decision.

Chapter 18.390.060.G. Decision-making considerations. The recommendation by the Commission and the decision by the Council shall be based on consideration of the following factors:

1. **The Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes Chapter 197;**
2. **Any federal or state statutes or regulations found applicable;**
3. **Any applicable Metro regulations;**
4. **Any applicable comprehensive plan policies; and**
5. **Any applicable provisions of the City's implementing ordinances.**

Findings: The Commission reviewed applicable Statewide Planning Goals, the Regional Transportation Plan, the Oregon Highway Plan, Oregon Administrative Rule 660-012, the Tigard Community Development Code, and the Tigard Comprehensive Plan. As indicated pursuant to the Commission's findings and conclusions found within this staff report the amendment is consistent with this criterion.

CONCLUSION: Based on the analysis above, the Commission finds that the proposed amendment satisfies the applicable review criteria within the Tigard Community Development Code.

CITY OF TIGARD COMPREHENSIVE PLAN POLICIES:

General Findings

Finding: The City's Comprehensive Plan was adopted by the Tigard City Council in 1983, and acknowledged as being in conformance with the Statewide Planning Goals by the Land Conservation and Development Department (LCDC) on October 11, 1984. LCDC re-acknowledged the plan's compliance with the statewide planning goals through the Periodic Review process.

Finding: The Commission finds that the following Comprehensive Plan goals and policies apply to the amendment and the amendment satisfies the applicable goals and policies for the reasons stated below. During the course of public hearings, the Community Development Department and the Planning Commission provided all interested parties opportunities to identify, either orally or in writing, any other Comprehensive Plan goals or policies that might apply to the amendment. No additional provisions were identified.

Chapter 1: Citizen Involvement

Goal 1.1 Provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process.

Policy 2. The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.

Findings: The proposal has complied with all notification requirements pursuant to Chapter 18.390.060 of the Tigard Community Development Code. This staff report was also available seven days in advance of the hearing pursuant to Chapter 18.390.070.E.b of the Tigard Community Development Code.

Additionally, a Public Involvement Program for the Tigard Transportation System Plan Update was developed in April 2009. This Program was reviewed and endorsed by the Committee for Citizen Involvement and the Planning Commission. The Program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process.

Information was distributed throughout the process via the project website, an interested parties listserv, Cityscape articles, press releases, articles in the local paper, two public forums, and a project open house. Outreach methods also included presentations to a number of civic organizations in the community, personal emails sent to groups and organizations, updates to City boards and commissions, and staff attendance at community events to pass out information.

Involvement opportunities included two public forums and an open house, submitting written comments via the website, and attending the Planning Commission workshops. Additionally, the interested party listserv was provided notice of all meetings held regarding the Tigard 2035 Transportation System Plan.

As part of the Comprehensive Plan Amendment process, public notice of this Planning Commission public hearing was sent to the interested party list and published in the June 3, 2010 issue of The Times. Notice will be published again prior to the City Council public hearing. The notice invited public input and included the phone number of a contact person to answer questions. The notice also included the address of the City's webpage where the entire draft of the proposed amendment could be viewed.

Policy 3. The City shall establish special citizen advisory boards and committees to provide input to the City Council, Planning Commission, and City staff.

Findings: A citizen advisory committee was established by Tigard City Council Resolution 08-72 on December 9, 2008. The citizen advisory committee helped guide the update of the Tigard Transportation System Plan by reviewing work products and providing advice and feedback to ensure the community's needs and aspirations were being captured in the update. The committee's input was valuable in updating the Plan. The committee met three times during the course of the project (June 18, 2009; October 14, 2009; December 16, 2009) and was invited to participate in the two public forums and open house.

Policy 5. The opportunities for citizen involvement provided by the City shall be appropriate to the scale of the planning effort and shall involve a broad cross-section of the community.

Findings: As outlined above, the community was given multiple venues to get information and get involved. This included a number of articles in the Cityscape newsletter that is delivered to every household in Tigard. Staff also made a good faith effort to ensure a diversity of representation on the citizen advisory committee.

Goal 1.2 Ensure all citizens have access to:

A. opportunities to communicate directly to the City; and
B. information on issues in an understandable form.

Policy 1. The City shall ensure pertinent information is readily accessible to the community and presented in such a manner that even technical information is easy to understand.

Findings: Information regarding the topics included in this Comprehensive Plan Amendment was available in multiple locations in an understandable format for the duration of the process. This included paper and electronic copies that were available in the permit center and also on the website. Information was regularly sent to the project listserv and to the interested party listserv.

Policy 2. The City shall utilize such communication methods as mailings, posters, newsletters, the internet, and any other available media to promote citizen involvement and continue to evaluate the effectiveness of methods used.

Findings: Information was distributed throughout the process via the project website, an interested party listserv, Cityscape articles, press releases, articles in the local paper, and two public forums and a project open house. Outreach methods also included presentations to a number of civic organizations in the community, personal emails sent to groups and organizations, updates to City boards and commissions, and staff attendance at community events to pass out information.

Policy 5. The City shall seek citizen participation and input through collaboration with community organizations, interest groups, and individuals in addition to City sponsored boards and committees.

Findings: Outreach methods included presentations to a number of civic organizations in the community, personal emails sent to groups and organizations, updates to City boards and commissions, and staff attendance at community events to pass out information.

Involvement opportunities included two public forums and an open house, participation on the citizen advisory committee, submitting written comments via the website, and attending the Planning Commission workshops. Additionally, the interested party listserv was provided notice of all meetings held regarding the Transportation System Plan update.

Chapter 2: Land Use Planning

Goal 2.1 Maintain an up-to-date Comprehensive Plan, implementing regulations and action plans as the legislative basis of Tigard's land use planning program.

Policy 1: The City's land use program shall establish a clear policy direction, comply with state and regional requirements, and serve its citizens' own interests.

Findings: The amendment establishes the general policy direction related to Tigard Comprehensive Plan Goal 12: Transportation for the community. The policy statements are clear and serve the interests of the citizens. The development of the Tigard 2035 Transportation System Plan complies with Oregon Administrative Rule 660-012, which governs the development of transportation system plans in the state and requires coordination with the Metro Regional Transportation Plan.

Policy 2: The City's land use regulations, related plans, and implementing actions shall be consistent with and implement its Comprehensive Plan.

Findings: The amendment establishes the general policy direction related to Tigard Comprehensive Plan Goal 12: Transportation for the community. The Tigard 2035 Transportation Plan carries out the City's policies of integrating land use and transportation planning. The development of the Tigard 2035 Transportation Plan used current Tigard Comprehensive Plan land use designations to develop the analysis of future transportation need as required by state law. The amendment is consistent with this policy.

Policy 3. The City shall coordinate the adoption, amendment, and implementation of its land use program with other potentially affected jurisdictions and agencies.

Findings: The City sent out request for comments on the proposed amendment to all potentially affected jurisdictions and agencies. All were given 14 days to respond. Any comments that were received are addressed in Section VII: Outside Agency Comments of this Staff Report. Additionally, a technical advisory committee comprised of potentially affected jurisdictions and agencies provided input throughout the development of the Tigard 2035 Transportation System Plan.

Policy 13. The City shall plan for future public facility expansion for those areas within its Urban Planning Area that can realistically be expected to be within the City limits during the planning period.

Findings: The Tigard Urban Planning Area (TUPA) acted as the study area for the Tigard 2035 Transportation Plan as shown in the document as Figure 5-1. All areas expected to be within the city limits within the planning period are included in the TUPA. The City has operated under the TUPA since 1983 as required by Oregon Statewide Land Use Planning Goal 2. The amendment is consistent with the policy.

Policy 20. The City shall periodically review and if necessary update its Comprehensive Plan and regulatory maps and implementing measures to ensure they are current and

responsive to community needs, provide reliable information, and conform to applicable state law, administrative rules, and regional requirements.

Findings: The amendment is an update to Goal 12 of the Tigard Comprehensive Plan and the Public Facility Plan, which is a component of the Comprehensive Plan. The amendment adopts the Tigard 2035 Transportation System Plan, which was an update to ensure the most reliable, up-to-date information, was being used to plan for the community's transportation needs into the future. The Tigard 2035 Transportation System Plan also ensures compliance with Oregon Administrative Rule 660-012, which governs transportation system development in the state and requires conformance with the Regional Transportation Plan. Findings of conformance to applicable state and regional requirements can be found in Section V of this Staff Report.

Chapter 5: Natural Resources and Historic Areas

Goal 5.1 Protect natural resources and the environmental and ecological functions they provide and, to the extent feasible, restore natural resources to create naturally functioning systems and high levels of biodiversity.

Findings: As discussed in the findings made for Statewide Planning Goal 5, the amendment does not alter the City's acknowledged Goal 5 inventories or land use programs. No changes will occur to current Natural Resource protections as the result of adopting the Tigard 2035 Transportation System Plan. The amendment does not conflict with goals and policies of this chapter of the Tigard Comprehensive Plan. Implementation of the Plan, including the construction of identified improvements, which may affect or amend a Goal 5 resource, will be reviewed against applicable criteria and findings will be made at the time of application.

Chapter 6: Environmental Quality

Goal 6.1 Reduce air pollution and improve air quality in the community and region.

Policy: The City shall support regional and state plans and programs to attain regional, state, and federal standards for air quality.

Findings: The amendment is consistent with this policy as the Tigard 2035 Transportation Plan incorporates regional and state policies, programs, and strategies aimed at meeting the federal standards for air quality. This includes transportation demand management, transportation system management, improving connectivity, reducing congestion, improving access to alternative modes of transportation, and setting mode share targets.

Policy: The City shall cooperate with other public agencies to minimize localized transportation impacts to air quality through intersection improvements, access management, intelligent transportation systems, etc.

Findings: The amendment is consistent with this policy as the Tigard 2035 Transportation System Plan identifies various intersection improvements, access management strategies, and signal timing improvements that are intended to minimize local impacts to air quality. The amendment also establishes a policy direction of cooperation in achieving the goal of minimizing impacts.

Chapter 7: Hazards

Goal 7.2 Protect people and property from non-natural hazardous occurrences.

Policy: The City shall design, construct, and coordinate the surface transportation system to reduce the potential for mass casualty accidents and to provide the ability to evacuate when necessary.

Findings: The development of the Tigard 2035 Transportation System Plan used vehicle crash data as a component of analyzing need for improvements. The result is intended to reduce the incident of crashes in the planning area and eliminate the likelihood for mass casualty accidents. Improved connectivity, a policy of the amendment, will provide better evacuation routes. The amendment is consistent with the policy.

Chapter 8: Parks, Recreation, Trails, and Open Space

Goal 8.2 Create a Citywide network of interconnected on and off-road pedestrian and bicycle trails.

Policy 1: The City shall create and interconnected regional and local system of on and off-road trails and paths that link together neighborhoods, parks, open spaces, major urban activity centers, and regional recreational opportunities utilizing both public property and easements on private property.

Findings: The Tigard 2035 Transportation System Plan includes facility improvements, both on-street and off-street, intended to provide improved connectivity for pedestrians and bicyclists. The facilities would provide improved access to a variety of destinations within the planning area. The amendment is consistent with this policy.

Chapter 9: Economic Development

Goal 9.1 Develop and maintain a strong, diversified, and sustainable local economy.

Policy 4: The City shall address the public facility needs of business and economic development through identifying and programming needed public facilities and services within the Public Facility and Community Investment Plans.

Findings: The amendment updates the Tigard Public Facility Plan to incorporate the Tigard 2035 Transportation System Plan. The amendment identifies and programs needed transportation facilities within the community. The amendment is consistent with this policy.

Policy 9: The City shall strongly represent its interests at the regional, state, and federal levels to acquire transportation funding, including truck and rail freight movement needed

to support existing business activity, attract new business, and improve general transportation mobility throughout the community.

Findings: The amendment outlines the policy of the City regarding transportation. Included is direction to develop inter-agency coordination and seek funding sources for improving the multi-modal transportation system of the community. The amendment is consistent with this policy.

Policy 10: The City shall strongly support, as essential to the region's economic future, the development of efficient regional multi-modal transportation systems throughout the Portland Metropolitan area.

Findings: The amendment outlines the policy of the City regarding transportation. Included is direction to plan, fund, and develop a multi-modal transportation system that meets the needs of the community and region. The amendment is consistent with this policy.

Chapter 10: Housing

Goal 10.2 Maintain a high level of residential livability.

Policy 2: The City shall seek to provide multi-modal transportation access from residential neighborhoods to transit stops, commercial services, employment, and other activity centers.

Findings: The Tigard 2035 Transportation System Plan includes policy direction and facility improvements, both on-street and off-street, intended to provide improved multi-modal access from all areas of the community, including residential. The facilities would provide improved access to a variety of destinations within the planning area. The amendment is consistent with this policy.

Chapter 11: Public Facilities and Services

Goal 11.4 Maintain adequate public facilities and services to meet the health, safety, education, and leisure needs of all Tigard residents.

Policy 3: The City shall coordinate the expansion and equitable, long-term funding of public facilities and services with the overall growth of the community.

Findings: The Tigard 2035 Transportation System Plan uses projected population and employment growth to analyze needed future facilities for the community. The projections are based on current Comprehensive Plan designations and the community's supply of buildable land. The future facilities are identified as being a near, mid, or long term need and projected available funding is allocated to highest priority projects through the financially constrained status. The amendment is consistent with this policy.

Chapter 12: Transportation

Findings: Current Comprehensive Plan Policies 12.1.1, 12.1.2, 12.1.3, 12.1.4, 12.1.5, 12.1.6, 12.1.7, 12.2.1, 12.2.2, 12.2.3, 12.2.4, 12.2.5, 12.2.6, 12.2.7, 12.2.8, 12.3.1, 12.3.2, 12.4.1, 12.5.1, and

12.6.1 will be deleted and replaced in their entirety by amendment Goals 12.1, 12.2, 12.3, 12.4, 12.5, and 12.6 and their associated Policies (see Exhibit A). This update will ensure the City is in compliance with applicable laws, rules, regulations, plans, and programs. This update will also ensure continued compliance with Statewide Planning Goal 12 as the new goals and policies reflect current community conditions and values. The new goals and policies have been developed through a citizen involvement effort, reviewed by City staff, reviewed by affected agencies, and reviewed by the Planning Commission at workshops on April 19, 2010; May 3, 2010; and May 17, 2010.

Chapter 13: Energy Conservation

Goal 13.1 Reduce energy consumption.

Policy 1: The City shall promote the reduction of energy consumption associated with vehicle miles traveled through:

- **A. land use patterns that reduce dependency on the automobile;**
- **B. public transit that is reliable, connected, and efficient; and**
- **C. bicycle and pedestrian infrastructure that is safe and well connected.**

Findings: The amendment outlines the policy of the City regarding transportation. Included is direction to plan, fund, and develop a multi-modal transportation system that meets the needs of the community and region. The Tigard 2035 Transportation System Plan includes facility improvements, both on-street and off-street, intended to provide improved connectivity for pedestrians and bicyclists. The facilities would provide improved access to a variety of destinations within the planning area. The Tigard 2035 Transportation System Plan also includes policy direction and facility improvements intended to provide improved public transit efficiency and connectivity. The amendment is consistent with this policy.

Chapter 14: Urbanization

Goal 14.2 Implement the Tigard Urban Services Agreement through all reasonable and necessary steps, including the appropriate annexation of unincorporated properties.

Policy 6: The City shall periodically update and/or amend its Public Facility Plan to ensure the predictable and logical provision of urban services for areas anticipated to be within the Tigard city limits.

Findings: The amendment updates the transportation section of the Public Facility Plan through incorporating the Tigard 2035 Transportation System Plan. The Tigard 2035 Transportation System Plan was an update to the currently adopted plan and ensures the most reliable, up-to-date information, was being used to plan for the community's transportation needs into the future. The Tigard 2035 Transportation System Plan also ensures compliance with Oregon Administrative Rule 660-012, which governs transportation system development in the state and requires conformance with the Regional Transportation Plan.

Special Planning Area: Downtown

Goal 15.4 Develop comprehensive street and circulation improvements for pedestrians,

automobiles, bicycles, and transit.

Policy 1: The downtown shall be served by a complete array of multi-modal transportation services including auto, transit, bike, and pedestrian facilities.

Findings: The Tigard 2035 Transportation System Plan includes facility improvements intended to improve the multi-modal system in the City, including the downtown area. Improved connectivity for pedestrians and bicyclists, better vehicle access and circulation, and improved transit amenities are included. The amendment is consistent with this policy.

Policy 2: The downtown shall be Tigard's primary transit center for rail and bus transit service and supporting land uses.

Findings: The Tigard 2035 Transportation System Plan recognizes the importance of the Tigard Transit Center to the downtown. It identifies amenity improvements to the existing Tigard Transit Center to support transit riders and redevelopment opportunities in downtown. The amendment is consistent with this policy.

Policy 4: Recognizing the critical transportation relationships between the downtown and surrounding transportation system, especially bus and Commuter Rail, Highway 99W, Highway 217 and Interstate 5, the City shall address the downtown's transportation needs in its Transportation System Plan and identify relevant capital projects and transportation management efforts.

Findings: The Tigard 2035 Transportation System Plan includes facility improvements intended to improve the multi-modal system in the City, including the downtown area. Improved connectivity for pedestrians and bicyclists, better vehicle access and circulation, and improved transit amenities are included. The amendment is consistent with this policy.

CONCLUSION: Based on the analysis above, the Commission finds that the proposed amendment satisfies the applicable policies contained in the City of Tigard Comprehensive Plan.

OREGON ADMINISTRATIVE RULE 660-012

Findings: The Land Conservation and Development Commission adopted Oregon Administrative Rule 660-012 (Transportation Planning Rule) to implement Statewide Planning Goal 12 and "to explain how local governments and state agencies responsible for transportation planning demonstrate compliance with other statewide planning goals." Section 10 defines transportation planning, while Section 15 describes planning role requirements under the statewide planning goals. Section 16 describes coordination with federally required regional transportations plans in metropolitan areas. The development of the Tigard 2035 Transportation System Plan complied with the above sections through collaboration with the Oregon Department of Transportation, the Oregon Department of Land Conservation and Development, Metro, and Washington County to ensure consistency with associated transportation plans required by the Transportation Planning Rule.

In addition, the Transportation Planning Rule contains elements listed as required in a transportation system plan. These required elements are found in Sections 20, 25, 30, 35, 40, 50, and 60. This staff report provides the findings of compliance with statewide planning goals as

required by Section 25. The development of the Tigard 2035 Transportation System Plan contains all of the other required elements. A determination of transportation needs was undertaken, an evaluation and selection of transportation alternatives was conducted, a transportation financing program is included, and the plan amendment process was followed. The Department of Land Conservation and Development, who administers the Transportation Planning Rule, submitted comments regarding compliance with the rule. These comments and the actions the City took to maintain compliance can be found as Exhibit B to the staff report.

Section 45 of the Transportation Planning Rule requires amendment of land use regulations to implement a transportation system plan. CPA2010-00001 does not include any land use regulation amendments. The adoption of the Tigard 2035 Transportation System Plan is a periodic review work task. The City will submit the adopted Plan for periodic review approval and any required land use regulation amendments will be identified at that time and submitted for legislative approval.

CONCLUSION: Based on the analysis above, the Commission finds that the proposed amendment satisfies the requirements of Oregon Administrative Rule 660-012.

THE OREGON HIGHWAY PLAN

Findings: The Oregon Highway Plan (OHP) delineates and expands all of the policies in the Oregon Transportation Plan related to the highway system. The development of the Tigard 2035 Transportation System Plan complied with the OHP through collaboration with the Oregon Department of Transportation, the Oregon Department of Land Conservation and Development, Metro, and Washington County to ensure consistency with associated transportation plans required by the Transportation Planning Rule. The City's transportation policy is consistent with the policy direction of the OHP. As a result, the adoption of the Tigard 2035 Transportation System Plan and the amendment to the Tigard Comprehensive Plan is in compliance with the OHP.

CONCLUSION: Based on the analysis above, the Commission finds that the proposed amendment is in compliance with the Oregon Highway Plan.

THE METRO REGIONAL TRANSPORTATION PLAN

Findings: The development of the Tigard 2035 Transportation System Plan occurred at the same time as the 2035 Regional Transportation Plan was being developed. City staff was closely involved in discussions related to the 2035 Regional Transportation Plan. Metro, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, and Washington County staff were all members of the Tigard 2035 Transportation System Plan Technical Advisory Committee. They were provided the opportunity to review and comment on all work leading up to the document proposed for adoption. The purpose of the collaboration was to ensure consistency across jurisdictions' plans and compliance with federal, state, and regional requirements.

The 2035 Regional Transportation Plan (RTP) and its implementing ordinance, the Regional Transportation Functional Plan, set transportation policy for the region and identify measures that local transportation system plans must implement for consistency. The RTP, as with local

transportation plans, must meet the requirements of Oregon Administrative Rule 660-012 (Transportation Planning Rule).

3.08.010 Purpose of Regional Transportation Functional Plan

B. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

This amendment (CPA2010-00001) adopts the Tigard 2035 Transportation System Plan, which was completed following the rules outlined in the Transportation Planning Rule. The Department of Land Conservation and Development, who administers the Transportation Planning Rule, submitted comments regarding compliance with the rule. These comments and the actions the City took to maintain compliance can be found as Exhibit B to the staff report. Metro did not submit comments regarding consistency with the RTP. The amendment is consistent Metro's Regional Transportation Plan.

CONCLUSION: Based on the analysis above, the Commission finds that the proposed amendment is consistent with the Metro Regional Transportation Plan.

THE STATEWIDE PLANNING GOALS AND GUIDELINES ADOPTED UNDER OREGON REVISED STATUTES CHAPTER 197

Statewide Planning Goal 1 – Citizen Involvement:
This goal outlines the citizen involvement requirement for adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

Findings: This goal was met through an extensive public involvement process. A Public Involvement Program for the update of the Tigard Transportation System Plan was developed in April 2009. This Program was reviewed and endorsed by the Committee for Citizen Involvement and the Planning Commission. The Program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process.

Information was distributed throughout the process via the project website, an interested party listserv, Cityscape articles, press releases, articles in the local paper, two public forums, and a project open house. Outreach methods also included presentations to a number of civic organizations in the community, personal emails sent to groups and organizations, updates to City boards and commissions, and staff attendance at community events to pass out information.

Involvement opportunities included two public forums and an open house, participation on a citizen advisory committee, and submitting written comments via the website. Additionally, the interested party listserv was provided notice of all meetings held regarding the Comprehensive Plan Update.

As part of the Comprehensive Plan Amendment process, public notice of this Planning Commission public hearing was sent to the interested parties list and published in the June 3, 2010 issue of The Times (in accordance with Tigard Development Code Chapter 18.390). Notice will be published again prior to the City Council public hearing. The notice invited public input and

included the phone number of a contact person to answer questions. The notice also included the address of the City's webpage where the entire draft of the text changes could be viewed.

Statewide Planning Goal 2 – Land Use Planning:
This goal outlines the land use planning process and policy framework. The Comprehensive Plan was acknowledged by DLCD as being consistent with the statewide planning goals.

Findings: The amendment to the Tigard Comprehensive Plan is being undertaken to update the City's acknowledged Comprehensive Plan in a manner consistent with current conditions and citizen values. The amendment to the Tigard Comprehensive Plan is being processed as a Type IV procedure, which requires any applicable statewide planning goals, federal or state statutes or regulations, Metro regulations, comprehensive plan policies, and City's implementing ordinances, be addressed as part of the decision-making process. The amendment is included as a periodic review work program task. The City of Tigard was notified of commencement of periodic review in May 2008 and had its work program approved in April 2010. All noticing requirements have been met. All applicable review criteria have been addressed within this staff report; therefore, the requirements of Goal 2 have been met.

Statewide Planning Goal 5 – Natural Resources
This goal requires the inventory and protection of natural resources, open spaces, historic areas and sites.

Findings: The City is currently in compliance with the State's Goal 5 program and Metro's Title 13: Nature in Neighborhoods program, which implements Goal 5. The amendment does not alter the City's acknowledged Goal 5 inventories or land use programs. No changes will occur to current natural resource protections. As a result, the amendment to the Tigard Comprehensive Plan is in compliance with Goal 5 process requirements.

Statewide Planning Goal 6: Air, Water, and Land Resources Quality
To maintain and improve the quality of the air, water, and land resources of the state.

Findings: The City is currently in compliance with Metro's Title 3: Water Quality and Flood Management program which implements Goal 6. The amendment does not alter the City's acknowledged land use programs regarding water quality and flood management protections. The City is included in the Portland Area Airshed, which is in compliance with Federal Clean Air Act regulations. The Tigard 2035 Transportation System Plan was developed following the rules and guidance found in Oregon Revised Statute 660-012 and the Metro Regional Transportation Plan. Both outline strategies for decreasing vehicle miles traveled and single-occupancy vehicle trips, which are intended to help improve air quality in the Portland Area Airshed. As a result, the amendment to the Tigard Comprehensive Plan is in compliance with Goal 6.

***Statewide* Planning Goal 7 – Areas Subject to Natural Hazards**
To protect people and property from natural hazards.

Findings: The City is currently in compliance with Metro's Title 3: Water Quality and Flood Management program which implements Goal 7. The amendment does not alter the City's acknowledged land use programs regarding water quality and flood management protections. The

City is currently a participant in the National Flood Insurance Program administered by the Federal Emergency Management Agency. The amendment does not alter the City's participation. As a result, the amendment to the Tigard Comprehensive Plan is in compliance with Goal 7.

Statewide Planning Goal 8 – Recreational Needs
This goal requires the satisfaction of the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Findings: The Tigard 2035 Transportation System Plan includes facility improvements, both on-street and off-street, intended to provide improved connectivity for pedestrians and bicyclists. These anticipated improvements were taken from the City's adopted Park System Master Plan and would provide improved access to a variety of destinations within the planning area. The amendment is consistent with this goal.

Statewide Planning Goal 9: Economic Development
To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Findings: The City is currently in compliance with Goal 9 and Metro's Title 1: Requirements for Housing and Employment Accommodation and Title 4: Industrial and Other Employment Areas. The adoption of the Tigard 2035 Transportation System does not alter the City's compliance with Goal 9. The amendment seeks to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating economic growth. The amendment is consistent with this goal.

Statewide Planning Goal 10: Housing
To provide adequate housing for the needs of the community, region and state.

Findings: The City is currently in compliance with Goal 10 and the Metropolitan Housing Rule (OAR 660-007/Division 7) and Metro's Title 1: Requirements for Housing and Employment Accommodation and Title 7: Affordable Housing. The adoption of the Tigard 2035 Transportation System does not alter the City's compliance with Goal 10. The amendment seeks to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating its housing needs. The amendment is consistent with this goal.

Statewide Planning Goal 11: Public Facilities and Services
To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Findings: The City is currently in compliance with Goal 11 through its acknowledged Comprehensive Plan. This includes an adopted Public Facility Plan as required by Oregon Revised Statute 197.712 and Oregon Administrative Rule 660-011. The amendment will update the transportation component of the Public Facility Plan as allowed by Oregon Administrative Rule 660-012-0000(4). As a result, the amendment to the Tigard Comprehensive Plan is in compliance with Goal 11.

Statewide Planning Goal 12: Transportation
To provide and encourage a safe, convenient, and economic transportation system.

Findings: The City is currently in compliance with Goal 12 and Metro's Regional Transportation Plan through its acknowledged Comprehensive Plan and Transportation System Plan as required by Oregon Administrative Rule 660-012 (Transportation Planning Rule). The amendment adopts the Tigard 2035 Transportation System Plan, which was completed following the rules outlined in the Transportation Planning Rule. The Department of Land Conservation and Development, who administers the Transportation Planning Rule, submitted comments regarding compliance with the rule. These comments and the actions the City took to maintain compliance can be found as Exhibit B to the staff report. The amendment will update the transportation component of the Public Facility Plan as allowed by Oregon Administrative Rule 660-012-0000(4). As a result, the adoption of the Tigard 2035 Transportation System Plan and the amendment to the Tigard Comprehensive Plan is in compliance with Goal 12.

Statewide Planning Goal 13: Energy Conservation
Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based on sound economic principles.

Findings: The City is currently in compliance with Goal 13 through its acknowledged Comprehensive Plan. The adoption of the Tigard 2035 Transportation System Plan does not alter the City's compliance with Goal 13. The amendment outlines the policy of the City regarding transportation, including strategies to reduce vehicle miles traveled and single occupancy vehicle trips. Included is direction to plan, fund, and develop a multi-modal transportation system that meets the needs of the community and region. The Tigard 2035 Transportation System Plan includes facility improvements, both on-street and off-street, intended to provide improved connectivity for pedestrians and bicyclists. The facilities would provide improved access to a variety of destinations within the planning area. The Tigard 2035 Transportation System Plan also includes policy direction and facility improvements intended to provide improved public transit efficiency and connectivity. All of these improvements and strategies are intended to reduce energy consumption associated with the transportation system. The amendment is consistent with this goal.

Statewide Planning Goal 14: Urbanization
To provide for an orderly and efficient transition form rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Findings: The City is currently in compliance with Goal 14 and Metro's Title 11: Planning for New Urban Areas through its acknowledged Comprehensive Plan and land use regulations. The City also has a signed Urban Planning Area Agreement and Urban Services Agreement as required by ORS 195.065 and ORS 197. The adoption of the Tigard 2035 Transportation System Plan does not alter the City's compliance with Goal 14. The amendment updates the transportation section of the Public Facility Plan through incorporating the Tigard 2035 Transportation System Plan. The Tigard 2035 Transportation System Plan ensures compliance with Oregon Administrative Rule 660-012, which governs transportation system development in the state and requires conformance with the Regional Transportation Plan. The amendment is consistent with this goal.

CONCLUSION: Based on the analysis above, the Commission finds that the proposed amendment is consistent with the applicable Statewide Planning Goals.

SECTION VI. ADDITIONAL CITY STAFF COMMENTS

The City of Tigard's Current Planning Division, Administrative Department, Public Works Department, and Police Department has had an opportunity to review this proposal and have no objections.

CONCLUSION: Based on no comment from City staff, staff finds the proposed amendment does not interfere with the best interests of the City.

SECTION VII. OUTSIDE AGENCY COMMENTS

The following agencies/jurisdictions had an opportunity to review this proposal and did not respond:

Beaverton School District
City of Durham
City of King City
City of Lake Oswego
City of Portland
Clean Water Services
Metro Land Use and Planning
Oregon Department of Transportation, Region 1
Oregon Department of Transportation, Region 1, District 2A
Tigard-Tualatin School District
Tualatin Hill Parks and Recreation District
Tualatin Valley Fire & Rescue
Tri-Met Transit District

The City of Beaverton had an opportunity to review this proposal and has no objections.
The City of Tualatin had an opportunity to review this proposal and has no objections.
Washington County, Department of Land Use and Transportation had an opportunity to review this proposal and has no objections.
Tualatin Valley Water District had an opportunity to review this proposal and has no objections.

Oregon Department of Land Conservation and Development had an opportunity to review this proposal and submitted comments that can be found as Exhibit B.

CONCLUSION: Based on responses from outside agencies listed above, the Commission finds the proposed amendment meets all requirements of these agencies and is consistent with the best interests of the City.

SECTION VIII. CONCLUSION

The proposed changes comply with the applicable Statewide Planning Goals, applicable regional, state and federal regulations, the Tigard Comprehensive Plan, and applicable provisions of the City's implementing ordinances.

ATTACHMENT:

EXHIBIT A: PROPOSED AMENDMENT TO THE TIGARD COMPREHENSIVE PLAN.

EXHIBIT B: OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT COMMENTS.

EXHIBIT C: PLANNING COMMISSION AND CITY COUNCIL COMMENTS/CHANGES MATRIX.

EXHIBIT ~~B~~ D: CITIZEN COMMENT MATRIX.

PREPARED BY: Darren Wyss
Senior Planner

June 14, 2010
DATE

APPROVED BY: Susan Hartnett
Assistant Community Development Director

June 14, 2010
DATE

To: Matt Crall and Anne Debbaut, Department of Land Conservation and Development.

From: Judith Gray, Senior Transportation Planner, City of Tigard

Subject: Tigard TSP Update – Response to Compliance Recommendations

Date: June 3, 2010

CC: Darren Wyss, Senior Planner, City of Tigard

Thank you for taking the time to provide thoughtful comments to the City of Tigard Draft Transportation System Plan (TSP) Update, as provided in your memorandum dated May 24, 2010 and for coming to our office to discuss these issues. We also appreciate the time and effort that you and other agency representatives gave as members of the Technical Advisory Committee (TAC) for the TSP.

Throughout the development of the Tigard TSP, Metro has been updating the Regional Transportation Plan (RTP), including the Regional Transportation Functional Plan (RTFP). There have been challenges associated with updating the City's TSP concurrent with Metro's update of the RTP. However, through the involvement of the Metro and ODOT TAC representatives and our on-going participation in the RTP Update process, it has been our intent to prepare a TSP Update that meets Transportation Planning Rule (TPR) requirements through compliance with the RTP Update.

The Metro representative on the TAC has expressed confidence that the Tigard TSP Update is in compliance with the RTP Update and, in fact, that he intends to use it as a model for TSP updates in other communities. However, if there are differences of opinion or interpretation regarding the RTP requirements, we hope this will provide an opportunity for a discussion with DLCD and Metro to ensure a common understanding and purpose in future TSP updates.

The remainder of this memorandum identifies/summarizes the Compliance Recommendations in your May 24 memorandum, along with our initial Finding in response. In addition, for each item there is an identified Resolution, which is the outcome of the follow-up meeting held on June 3, 2010 at the City of Tigard office.

Draft response to DLCD Comments on Tigard TSP Update

2. Compliance Recommendation: Transportation Disadvantaged

TPR 0030(1)(b) requires identifying the "needs of the transportation disadvantaged" and TPR 0020(2)(c)(A) requires information that "describes public transportation services for the transportation disadvantaged and identifies service inadequacies". The term 'transportation disadvantaged' is defined in Statewide Planning Goal 12 as, "individuals

who have difficulty in obtaining transportation because of their age, income, physical or mental disability."

The draft TSP has much of the background information that would help identify transportation disadvantaged populations. The draft does not, however, use the data to draw conclusions about transportation needs or service inadequacies for people who are transportation disadvantaged.

> **Finding:** Page 43 (version 2) includes a description of the Socioeconomic Conditions and identifies the gap in transit service on Hall Boulevard between 99W and Locust. It states that pedestrian and bus stop amenities in this vicinity should be considered priorities to improve transit access to low income neighborhoods.
> Table 4-2 of the TSP shows the criteria that were used to evaluate potential transportation improvements, including Environmental Justice impacts.
> The Transportation Solutions Analysis memo (included in Volume 3) includes the evaluation of individual significant projects. See Projects 11, 26, 21, 29, 41-44, 45.
>
> **Resolution:** A policy statement will be added under Goal 3. This policy will be policy 4, directly following the policy regarding ADA standards.
>
> "The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile."

4. Compliance Recommendation: Parking Planning
The current Tigard TSP (adopted in 2002) states that Tigard amended the parking requirements in Development Code 18.765 to comply with Title 12 (thus meeting TPR 0020(2)(g)). The draft TSP should include analysis to determine whether Tigard is still in compliance with the parking provisions of Title 12, and if not what steps the city should take.

> **Finding:** The Development Code parking requirements are in compliance with Metro's ratios. Page 70 of the TSP includes the following statements under the subsection header "Accessory Parking."
>
> *New land uses are required to provide on-site parking to accommodate their own parking demand in order to protect surrounding land uses from over flow parking impacts. The amount of parking required is expressed in the form of parking ratios in the development code (see 18.765 of the Development Code). The Tigard parking ratios incorporate minimum and maximum ratios, consistent with the requirements of the 2040 Growth Management Functional Plan.*
>
> The Draft RTFP Update includes a new Title 4 related to Parking. It is moved from the earlier Functional Plan, with some changes. Most of the requirements could be addressed through the general update of the code (e.g., shared parking, variances, etc.).

It allows that parking plans are required for designated Centers and Station Communities can be done separately from the TSP.

- We are just kicking off a parking plan in downtown, funded by Metro.
- The WSRC Master Plan (adopted in 2000) already includes a parking element.
- TGM funding for HCT Land Use Planning will identify potential station communities that *may* then trigger additional parking plans.
- We don't have plans to develop a parking plan for the Pacific Highway 99W Corridor. However, most of it would be addressed through the code updates or the station area planning.

Resolution: No changes needed in the TSP. Periodic Review will require parking management plans for designated centers and corridors; these must meet requirements of the RTP Update.

5. Compliance Recommendation. Mode Targets
Summary: There are several factual observations about the treatment of mode splits in the draft TSP. However, the conclusion that "It does not appear that the draft TSP would achieve much improvement in mode share," is in direct contrast to one of the overriding goals of the TSP.

Finding: One of the reasons that the TSP differs from the RTP language is a concern that the RTP may not allow for enough progress. For example, the RTP only requires a target for "non-drive alone" travel. On that basis, a 2-person carpool is treated the same as a walk, bike, or transit trip. At the same time, Metro has changed the way that carpools are modeling; they now include vehicles with a parent and a child. I believe Metro intends to update their modeling and possibly the definitions, but it hadn't done so at the time that we were doing our TSP.

As you noted, the Draft TSP (Table 3-1) indicates only limited improvement in mode shares over the planning horizon. These were obtained from the metro travel demand model and are outputs of the assumptions of several factors, including parking pricing, transit availability, and connectivity. As stated on page 31, this reflects minimal changes in those factors. While it is assumed that parking would be priced in designated centers under 2035 conditions, the modeled prices for long-term parking in 2035 is less than $1 and transit service is assumed to be basically unchanged (the planned high capacity transit service is not included).

Metro targets allow that 45 to 55% of trips could be SOV in designated centers. Our TSP is more ambitious regarding the shift in mode away from SOV. We also felt that distinguishing walk, bike, and transit trips lays the groundwork for targeting specific modal improvements.
As you noted, we identified the need to update/refine the Mode Split Estimates because of the limitations of the model as well as our interest in determining

opportunities to focus on specific modes. Because of these limitations, we have titled our targets as "Aspiration Mode Shares" and the non-auto mode shares are referred to as "illustrative." We feel it would be appropriate to remove these qualifiers after Metro updates their mode split targets and associated modeling to ensure that the City's targets reflect the most up-to-date baseline.

The draft 2035 RTFP Update (3.08.230.E) allows that cities can "demonstrate progress toward achievement of the performance targets in Table 3.08-1 by adopting the following:

1. Parking minimum and maximum ratios in centers and station communities.
2. Design for street, transit, bicycle, freight and pedestrian systems consistent with Title 1.
3. TSMO Projects and strategies consistent with Section 3.08.160.
4. Land use actions pursuant to OAR 660-12-0035 (2).

While it is desirable to conduct and monitor mode splits, it is my hope that we will be able to demonstrate compliance based on the above measures from the RTFP.

Resolution: The mode share targets on page 71, currently referred to as "aspiration" targets, will be referred to simply as "targets." It is recognized that the word "target" implies aspiration, but that using the word "aspiration" may appear to create a lesser commitment or priority.

6. Compliance Recommendation: Performance Standards.
We recommend that the TSP clearly establish performance standards and that these standards include measures of connectivity, pedestrian accessibility, bicycle network completeness and overall safety. If the performance standards also include intersection delay or motor vehicle congestion, we would recommend that different standards be adopted for different areas. In some places (e.g. downtown, the Washington Square regional center and the Tigard triangle) it would be appropriate to tolerate higher levels of congestion (or perhaps waive congestion standards altogether) on city streets, which would facilitate more intense development in the appropriate location.

Finding: As you note, the most common performance measures (other than mode splits) relate to intersection operations and traffic congestion. The TSP identifies the locations where intersection operating standards can be found for State and County roads. The city does not have adopted standards for intersections; we specifically determined not to develop such standards at this time, but left the language in the TSP that points to where such standards will be located if they are adopted.

We are fully supportive of exploring the new MMLOS procedures in the latest Highway Capacity Manual (HCM). Staff is familiar with and excited about this methodology. While the methodology has been vetted through the NCHRP process, it is still a new procedure that has not been thoroughly tested anywhere. For this reason, we feel that it should be pursued as a pilot or demonstration project,

preferably conducted multiple locations. I have approached Metro (informally so far) about taking the lead on such an effort. I feel that it should be a federally funded, regional study to examine the implications of the MMLOS rankings.

At the RTP Working Group meetings, there was concern expressed about the specific performance measures, including connectivity, accessibility, and safety. Among the reasons are the absence of standard measures for such standards and the demand on resources for such evaluations. The latest Draft RTP (3.08.230.E) allows that cities can demonstrate compliance through the Parking, Design, TSMO, and Land Use actions listed above.

Resolution: Development and clarification of performance standards, especially for use in evaluating development or land use proposals, will be completed as a part of Periodic Review.

9. Compliance Recommendation: Street Standards

The TPR requirements related to street standards are found in section 0045(7): "Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation."

Given that the TSP near the end of the process, and that reviewing street standards has not yet started, it may make sense to adopt a TSP while deferring the street standards to a subsequent process within PR. Under that approach, the TSP would need to be clear about the need for review, the general nature of any needed revisions already identified, and the time-frame for completing the revised street standards.

Finding: As you note, the City's intent is to follow up the TSP Update with a review of the street standards. Some of the specific objectives for street design are identified on page 65 of the TSP Update. The overall review of the street standards is a high priority for staff as a follow on task to the TSP.

Resolution: Development and clarification of street design standards will be completed as a part of Periodic Review.

10. Compliance Recommendation: Implementation Measures

TPR 0045 requires that, "Each local government shall amend its land use regulations to implement the TSP." This requirement was included in the description of Tigard's PR work program task #5 as, "conforming Plan / code text amendments."

The draft TSP includes "Technical Memorandum 6.2 – Draft Implementation Measures", which identifies several areas in which additional work is needed to address requirements

of the TPR. The memo does not include proposed code language, so we are not able to reach a final conclusion on the issues raised. In general we agree that the items identified in the memo need to be addressed to comply with the TPR.

We anticipate that partial approval of the TSP will list this project to adopt implementing code amendments as one of the items that must be completed under PR.

> **Finding:** As you note, the City's intent is to follow up the TSP Update with a review of the suggested code changes, development of new code language, and adoption of that language as part of an update package to ensure the City is in compliance with the RTP and the TPR.
>
> **Resolution:** The City will complete this task as part of Periodic Review.

Comments/Changes to the TSP Update, Version 2 — Exhibit C

Page/ Location	Change	Source	Status
General	Identify backage roads in connectivity discussion	Council meeting: Consultant presentation	Incorporated in discussion of circulation (p. 67) "The roadway capacity limitations in Tigard are perhaps most pronounced for travel demand from northeast to southwest, especially along Pacific Highway. Opportunities to provide new connections are severely constrained by Highway 217, I-5, the WES commuter/freight rail line, and natural features such as Fanno Creek and Bull Mountain. With only a limited number of east-west through routes, there is considerable demand placed on a few roadways. Adding capacity to Pacific Highway is not desired because of the significant impacts to the community in terms of added through traffic, impacts to adjacent properties, and the greater physical barrier through the City. As such, a higher priority is placed on providing new connections that can work in concert with the principal and major arterial system."
General	Add bicycle system plan and pedestrian system plan	Council meeting: Consultant presentation	Recommendation for pedestrian system plan text added on p. 78. Recommendation for bicycle system plan text added on p. 82. Both plans added to Table 5-4
General	Add glossary of acronyms	PC Work Session 1	Glossary created, Section 8.
Intro	Clarify plan organization	PC Work session 1	Clarified text description layout, p. 19
Goals & Policies (G&P)	Change "Strategies" to "Action Measures" to be consistent with Comp Plan	PC Work session 1	Incorporated change
G&P, Goal 2	Add policy statement specific to freight	PC Work session 1	Modified Policy 5. 5. The City shall cooperate with the railroads in facilitating and preserving rail freight service to ~~those commercial and industrial~~ existing and future businesses that depend on railroad service. Added Policy

			8. The City recognizes freight movement as being a priority of the transportation system.
G&P Goal 3	Remove the word "corridor"	PC Work session 1	Policy 2 was modified to indicate "High Capacity Transit ~~on the Pacific Highway 99W corridor~~ serving the city of Tigard."
G&P, Goal 6 (new)	Need to elevate funding policy, especially in balance with capital investments. Possibly a new Goal.	PC Work session 1	Goal 6 was added. Goal 6 – Transportation Funding Fund an equitable, balanced, and sustainable transportation system that promotes the well-being of the community. Policies 1. The City shall make street maintenance a funding priority. 2. The City shall seek to invest in capital projects that leverage other infrastructure investments. 3. The City shall seek opportunities for transportation investments that support transportation goals of efficiency, multi-modal access, and safety.
G&P, Goal 6	Suggestion of new policy in Goal 6 to address connectivity.	PC Work Session 2	Goal 6.3 amended as follows: The City shall seek opportunities for transportation investments that support transportation goals of efficiency, multi-modal access, and safety.
Section 4; Figures 4-3,4-4	Growth forecasts don't reflect local plans for downtown growth.	Council meeting: Consultant presentation; PC Work Session 2	Modified figures to illustrate growth aspirations in Downtown. Added the following text: Growth Assumptions for Downtown – Modeling Implications The City of Tigard plans for increased residential and commercial density in Downtown Tigard, as reflected in Figures 4-3 and 4-4. These planned changes in downtown, along with the City's land use strategy to increase mixed-use development, are intended to mitigate the strain on the east-west roadways by shortening home-to-work trips, supporting transit service, and making walk/bike trips more viable for work, shopping, and other activities. The City's aspirations for growth have not yet been incorporated into the Metro travel demand model. As a result, the 2035 model forecast underestimates the travel demand to and from downtown. While this is a meaningful disparity, it was

			determined that the potential negative impacts of this disparity are lessened by the following considerations: • The intent of the higher density, mixed use development is to accommodate a higher proportion of travel demand by non-automobile travel modes; • The most critical need for a higher density downtown will be the provision of multiple access points and an efficient overall circulation pattern; and, • The current planning process for downtown includes a grid of two-lane streets to create and preserve a safe, efficient and pedestrian-friendly circulation system. Larger street cross sections would conflict with these objectives, even if travel demand modeling indicated a desire for more automobile capacity. • The arterial streets providing access to Downtown (Pacific Highway, Hall Boulevard, Greenburg Road) are already planned for their maximum roadway width of five lanes. The City does not intend to increase the roadway footprints. If the downtown growth requires specific capacity improvements at critical intersections, those could be developed and are not dependent on inclusion in the TSP. Given these considerations, emphasis was placed on ensuring efficient access and connectivity for downtown, as well as planning for improved pedestrian, bicycle, and transit access.
Section 5, 6	Clarify near-term, mid-term, long-term timelines; remove reference to 1-5 years.	Council meeting: Consultant presentation; PC Work Session 2	Page 86. The planned transportation projects have been divided into three categories: Near-Term; Mid-Term; and Long-Term. These divisions were made primarily to reflect the estimated timing of the actual need as well as availability of project funding. Near-Term Projects These improvements are warranted under existing conditions or are expected to

			be warranted within a relatively short time frame. These improvements should be constructed as opportunities and resources allow and could be considered as potential conditions of approval for new development. Mid-Term Projects These improvements are expected to be warranted within the 20-year planning horizon and should be constructed as opportunities allow; some may be conditions of approval for new development. Long-Term Projects These projects will be needed to accommodate anticipated long-term growth. Other projects that may be warranted sooner than the 25-year planning horizon are included as long-term because the costs are significant and a long-term funding horizon is more realistic. If development occurs along the frontage of these improvements, right-of-way dedications for the ultimate improvement should be obtained; however, physical improvements including travel lanes and pedestrian and bicycle facilities should be constructed if serving a site access or system connectivity function.
Section 4	References to figures 4.1 and 4.2 are stilled labeled as 3.1 and 3.2	PC Work Session 1	Correction made
Section 5	Nimbus road extension: If it is removed, can there be another connection to Cascade from Nimbus?	Councilor Buehner comment	Not constructible (within reasonable cost); would be redundant with WSRC Crossing. Though alternative auto access from Nimbus is ideal, the Nimbus properties are not landlocked; there is good internal circulation within the business park and in case of emergency, there is pedestrian access to Scholls Ferry Road.
Section 5, 6	Clarify purposes of project lists in Tables 5-6 and 6-4.	PC Work Session 3	Added: The projects summarized in Table 5-6 were identified to address existing or forecast needs and deficiencies. It is not expected that all will be constructed due to limited funding for transportation investments. Major roadway projects will also require additional engineering evaluation for cost, environmental impacts, and other constructability issues. Further, projects identified to address forecast deficiencies will need to be reevaluated to determine whether anticipated growth and associated transportation needs have been realized.

			In order to better reflect anticipated funding resources, a subset of the identified projects has been included in the "financially constrained" project list in the Regional Transportation Plan (RTP) Update. The financially constrained project list includes those considered "reasonably likely" to be constructed based on all anticipated transportation revenue sources. The projects that are included in the RTP Update are indicated in Table 5-6. Many of these projects are under jurisdiction of other agencies. The local projects on the financially constrained list were selected to achieve the highest return on investment, to achieve City of Tigard goals and priorities, and to address significant congestion and/or safety issues.
Chap 5, 6	Integrate Financially constrained projects (Table 6-4) into Table 5-6. Remove from Section 6.	PC Work Session 3	Changed as noted; added description of financially constrained to Section 5. Removed from Section 6.
Table 5-6	Divide project #48 to two segments: #48a (116th to Tiedeman) and #48b (Tiedeman to Pacific Hwy)	PC Work Session 3	Changed as noted.
Table 6-4	Add project 18 and 52 to Financially Constrained list	PC Work Session 3	Changed as noted in Table 5-6.
Glossary	Add TSMO, WSRC to glossary	PC Work Session 2	Changed as suggested

The following comments to the TSP were provided outside of the formal public involvement activities. Because they were received after the third Planning Commission Workshop, it was not possible for Planning Commission to consider and respond to these comments in the TSP Version being considered at the June 21 Public Hearing.

Date	Source	Contact type	Contact Information	Comment
June 5, 2010	Ben Westfall	Email to Mayor Dirksen	BENWESTFALL@GMAIL.COM	(Partial) Opposed to Ash extension impacts on neighborhoods; Feels it is inconsistent with the Tigard Downtown Improvement Plan
June 7, 2010	Mrs. Honeyman	Phone call (Sean)	--	Opposed to Ash Extension into the neighborhood. Concerned about a "freeway" through the neighborhood; that it will ruin the neighborhood.
June 9, 2010	Bonnie Peterson	Phone call (Judith)	503-639-8246	Opposed to Ash extension impacts on neighborhoods; potential flooding from Fanno Creek impacts
June 10, 2010	John Frewing	Email to staff	jfrewing@teleport.com, 503-245-5760	The Tigard TSP 2010 should not include a planned extension of Walnut, crossing Fanno Creek to connect to Ash. I offer the following reasons: a. This is a very large, intrusive and expensive project that Tigard does not really 'need'. As I saw some similar plans characterized recently, this is 'a big idea that (needs to) hit reality.' The Planning Commission should consider the distinction between what the city 'wants' versus what the city 'needs' and hew to the latter. It is the inclusion of projects like this which make people like me think that our city is not sustainable. b. This project would remove park area from Fanno Creek Park. Tigard already is shy of park areas, and the addition of a collector across the park makes that situation more severe. c. This project creates another crossing of Fanno Creek, one of the important natural features of Tigard. Despite mitigation efforts, there is likely to be some impact on the

				stream and its riparian areas, even if only the proximity of more people to the stream. d. This project would draw people away from Main Street, for which the city has made extensive renovation plans as the focus of downtown Tigard. e. On earlier versions of the TSP 2010, when questioned about this proposed project, staff has told me that this project 'is just on the map because it was on the old map' and that there would be no intent to carry this project to the new TSP simply because of this historic planning. f. This project would significantly disrupt an existing high density neighborhood of residences west of Fanno Creek. This neighborhood has in the past opposed the extension of Walnut across Fanno Creek to Ash, and its opposition should be respected.

CITY OF TIGARD
PLANNING COMMISSION
Meeting Minutes
June 21, 2010

1. CALL TO ORDER

President Walsh called the meeting to order at 7:05pm. The meeting was held in the Tigard Civic Center, Town Hall, at 13125 SW Hall Blvd.

2. ROLL CALL

Present: Commissioner Anderson;
Commissioner Doherty;
Commissioner Fishel;
Commissioner Gaschke;
Commissioner Hasman;
Commissioner Muldoon;
Vice President Vermilyea; and
President Walsh (8).

Absent: Alternate Commissioner Schmidt; Alternate Commissioner Shavey (2)

Staff Present: Ron Bunch, Community Development Director;
John Floyd, Associate Planner;
Judith Gray, Sr. Transportation Planner;
Susan Hartnett, Assistant CD Director;
Doreen Laughlin, Sr. Administrative Specialist;
Gary Pagenstecher, Associate Planner; and
Darren Wyss, Sr. Planner

3. COMMUNICATIONS

President Walsh publically thanked Dick Bewersdorff, Planning Manager, for his many years of helpful guidance in serving the Planning Commission as staff liaison. He wished him well on his upcoming retirement.

4. CONSIDER MEETING MINUTES

June 7th Meeting Minutes: President Walsh asked if there were any additions, deletions, or corrections to the June 7th minutes; there being none, Walsh declared the minutes approved as submitted.

5. PUBLIC HEARING - COMPREHENSIVE PLAN AMENDMENT (CPA) 2010-00001 TIGARD COMPREHENSIVE PLAN AMENDMENT TO ADOPT THE TIGARD 2035 TRANSPORTATION SYSTEM PLAN (TSP)

STAFF REPORT

Sr. Planner, Darren Wyss gave the staff report on behalf of the City. [The staff report is available to the public one week in advance of the meeting]. He explained that this was a public hearing for the commission to make a recommendation to City Council on the 2035 TSP and that this would amend Chapter 12 Transportation and Public Facility Plan.

Wyss talked about the four exhibits that had been attached to the staff report.

- **Exhibit A** contains the proposed amendments to Goal 12 and the 2035 TSP document.
- **Exhibit B** is DLCD comments, which resulted in the addition of one additional policy: Goal 3, Policy 4.
- The TSP had been developed over 18 months & included the following meetings & forums:
    - Citizen Advisory Committee/Technical Advisory Committee meetings
    - Public Forums/Open House
    - 3 Planning Commission workshops – where commissioners made some changes…found as **Exhibit C**
- **Exhibit D** - Citizen Comments regarding Walnut/Ash connection

Wyss explained that staff had sent two memos via email to the Commissioners the Friday before. The first memo was a response to Exhibit D (Comments regarding Walnut/Ash connection). The second memo outlined potential options for addressing the concerns regarding Walnut/Ash.

Staff also received public comment the day of the meeting (Hard copy had been provided to the Commissioners.) He gave a general summary of the emails. Both had the same comments and were emailed by two individuals.

APPLICANT'S PRESENTATION

Judith Gray, Sr. Transportation Planner, and City of Tigard applicant, went over a PowerPoint Presentation on the TSP (**Exhibit A**).

QUESTIONS OF STAFF

It was noted that there are many projects in the TSP - the Ash Avenue connection just being one of them. President Walsh asked what the process would be in terms of public

notification - public involvement, etc. should something like that take place. Susan Harnett said the first step would be to get the money, if possible, and then do an environmental impact analysis. She said the City of Tigard has a high commitment to community participation. As seen by many projects in the past, there is a concerted effort to notify the community of major things. A good example is what was done with Burnham recently, where the City added a "Twitter" feed to keep people informed of the construction. But long before that there was major outreach through Cityscape, mailings, website updates, newspaper articles, Planning Commission meetings, Council meetings, etc. There would be plenty of notification to the public if and when something like this would take place.

The question was asked as to what staff is looking for. Judith Gray said staff is looking for a recommendation to either adopt the TSP as it is, adopt it with changes, or to deny it.

One of the commissioners asked if there would be a negative impact if they chose to move some of the projects in the TSP from short-term to mid-term status. Gray answered "No, there would be no negative impact. A positive impact would be that it would be more realistic and helpful."

TESTIMONY IN FAVOR OF THE APPLICATION

Elise Shearer – CCAC Commissioner – 9980 SW Johnson St. Tigard – commended staff on the TSP. She said she knew it was the result of a lot of hard work and had been a long time in development. She said she wanted to speak in favor of the Ash Avenue Bridge. She noted that a visionary body needs to think long-term and long-term means major density is coming. She said there would be future rezoning for density; future increased traffic. Emergency access will become more difficult. A bridge over the creek on Ash Avenue will improve circulation. It does not have to be immediately open to two-way traffic. It can service bicycle, pedestrian, and emergency access first and, with increased density, in the future be potentially open for two-way traffic. It is necessary for Tigard to handle increased density. Eventually residential area on Ash Avenue corridor will probably be rezoned for higher density. She said she would like to have her comments on the record, as a commissioner, saying she's in favor and wants staff to think long-term. She said she and the rest of those present won't necessarily be around in 25 – 50 years out, but that we have to think of those people who will be, and how we're going to serve them.

TESTIMONY IN OPPOSITION OF THE APPLICATION

Bonnie Peterson 13245 SW Ash Dr Tigard 97223 – said she is against the Ash Avenue bridge extension. She said it would ruin homes that would be coming in that area and would be going thru the wetlands. She said it's been flooding. It's not a good idea. The water was lapping both bridges. She doesn't want it to look like California. It would cause too much traffic. She's against it. She enjoys the natural area and doesn't want it ruined in the wetland. She believes it would be a big mistake to put a bridge in there.

Barb Taylor 13175 SW Ash Dr. – is against the idea of a Walnut Street extension. She wondered what the economic advantage is of creating an extension from Walnut to Ash rather than using Frewing – which is already an existing street that connects with Ash Avenue. She would like to see that addressed in any study that may be presented. Also – there are arms of Fanno Creek that would also be impacted. She thanked staff for allowing them time to speak.

CLOSE THE PUBLIC HEARING

DELIBERATION

President Walsh opened the deliberation. He noted that this deliberation is not on Ash Avenue – but on the entire 2035 Transportation System Plan.

The importance of connectivity of roads was noted and discussed – for emergency access in particular.

One of the commissioners said "I am impressed by staff's hard work and the tremendous amount of public involvement that has gone into this document. The Ash Avenue connection is just one of 140 some projects in this plan - a very small piece of the overall plan. And, in fact, there is no current design, funding, alignment, environmental evaluation, needs assessment, etc. [with regard to Ash] – nor is there a current process or ability to undertake any of those steps, that would be needed, within the foreseeable future – that being 15 to 20, or 25 years. There are a number of contingencies that must first occur before this option is ever looked at. Note I said option. This is not a "project"... this is an "option." There are multiple steps that would have to occur before this option comes up on radar, and this option would be up to a Planning Commission of a later generation to ultimately decide - after going through the deliberative process that has been talked about tonight. I think it would be tremendously erroneous for this commission to pull the option off the table and foreclose the opportunity for future generations to look at the viability of that, or any other, option that's been identified in this plan. We're not confronted with making a decision about Walnut and Ash Avenue. This is an "option" before us. It's inappropriate for us to foreclose the option at this time. Therefore, in light of what I think has been a tremendous amount of good work and a lot of thought that has gone into placing these projects in the place, time-wise, that they were placed in this plan, I think it would be inappropriate for us, at this time, to change what's in there. So I would support the TSP as currently proposed. If other commissioners feel strongly, I would agree to modify by including a corridor study and by moving Walnut Street and Ash Avenue to a more 'mid-term', but that would be a Plan B for me."

Another commissioner said he would throw a concise alternative, which would be to move the three projects to mid-term.

There was some discussion as to the definition of short-term and mid-term. Short-term is 10 to 12 years, mid-term is 20ish.

Another commissioner said she is not opposed to moving Nos. 18 & 27 to mid-term. She said a lot of people, when they think of 'short-term', they think of 2 years from now – and not 20 years. She's opposed to moving project 17. She believes something needs to be done in the Downtown. She would oppose that. The reality is project 18 and 27 may be 20 years down the road, at best, but it does need to stay on the books.

Walsh noted that he believed the plan is "excellent." He found it engaging, he likes the vision and aspect of it – and said it will have value through the years. He reminded the commission that there will be an update of the TSP in 5 to 8 years and that this is a foundational document. He is not opposed to the modification.

Walsh summarized that he's hearing that project 17 is something that has a little more interest in the shorter-term than the longer-term. He asked if anyone else wanted to weigh in on the discussion.

Judith Gray pointed out that there is a table of several studies and plans that have no timeframe attached to them at all. Vermilyea said we could just not include a timeframe with No. 17 at all.

MOTION

The following motion was made by Commissioner Vermilyea, seconded by Commissioner Hasman:

"I move that the Planning Commission forward a recommendation of approval to the City Council of the Tigard 2035 Transportation System Plan CPA2010-00001 with the following amendments:

1. **That a Corridor Study be undertaken to determine whether it is feasible and appropriate to extend Walnut St. to Ash Avenue and also to extend Ash Avenue across Fanno Creek into the Downtown area, as well as look at other factors, such as economic benefits and other items that can be determined at that time; and**
2. **That items No. 18 and 27 in the TSP project numbers be moved from "short-term" to "mid-term" projects."**

The motion CARRIED on a recorded vote, the Commission voted as follows:

AYES: Commissioner Anderson, Commissioner Doherty, Commissioner Fishel, Commissioner Gaschke, Commissioner

Hasman, Commissioner Muldoon, Commissioner Vermilyea, and Commissioner Walsh (8)

NAYS: None (0)
ABSTAINERS: None (0)
ABSENT: None (0)

7. BRIEFING – REGULATORY IMPROVEMENT

Susan Hartnett, Assistant Community Development Director, spoke about code. She said, "The City of Portland's code is the basis for much of Tigard's code. In particular are 'use' categories and many of our procedural components like the different types of land use reviews, as well as a number of the land use reviews themselves. The criteria in those land use reviews all come out of Portland's code; however, the version of Portland's code that was used as the model of Tigard's code was the discussion draft. There was a lot of work done between the discussion draft and the final version that made that code clear and usable. She noted that one of the things we are living with is some legacy from having adopted a version of that code that was not quite ready for "prime time." One of the things we're looking to do in this regulatory improvement initiative is to take that next step. Basically to take Tigard's code from Portland's 'discussion draft' to a really tight, clean, consistent, easy-to-use, simple to follow, user-friendly code. It is a very ambitious work program. We hope to make some good progress in that direction. You've already seen the first piece of regulatory improvement initiative and you didn't even know it. You may recall when Cheryl Caines brought before you the proposal to extend the land use approvals for sub-divisions, etc. that there was stuck in there a list of terms that had been defined. That was a piece of regulatory improvement. That allowed you, as the user of the code, to look right at the first page of the definitions and go 'Oh – this is a defined term – I'd better look it up and see how it's defined' – rather than having to page through and see if some version of the term you're looking for might be in there and where might it be.

There are three things that have already launched and, again, this will be a 2 to 3 year effort. This will not be done quickly, in part, because this is in addition to everything else that we're doing. We're trying to find opportunities to make some improvements to the code. The following are three things we've already done:

1. We've created a data base that will allow us to capture all the problems that we find in the code. We come across some section that either is unclear, in conflict with another, seems to be missing something… up until now we've had no way of capturing those issues. This will make it possible to track things ranging from incorrect references, to entire things missing in the code – such as a revocation process.
2. We've assigned a code editor – Cheryl Caines, Associate Planner. She will look out for consistency of code language. She will check for the format, the structure, the clarity, the readability of it.

3. We've started to launch some projects specific to improving the Development Codc; tonight's will be our "use categories". This is foundational. No longer do we use lists. We categorize uses into chunks where you're looking at the impact and determining that the impact of these uses is similar. What it allows you to do is - as a new use comes along, figure out what category it figures into. We're lacking clear definitions that allow us to make those determines for new use. A lot of the language we're missing is in the final version of the Portland Code – it wasn't in the discussion draft, but it's now there. So a lot of what we're going to be doing is really just wholesale importing some clarification language out of the Portland code. We will move our code to a higher level of clarity and consistency.

That's the big picture. We'll bring things to you early on. Is there any feedback?"

Walsh said he's pleased and asked that staff include the explanations of acronyms and also that he'd like staff and the commissioners to revisit this subject again about 6 months from now.

7. WORK SESSION – USE CLASSIFICATIONS UPDATE DCA2010-00004

John Floyd, Associate Planner, said the purpose of the amendment is to clarify, simplify, and standardize chapter 18.130 – which is the use classifications chapter. He noted that one of the main problems with the existing use classifications chapter is that each classification varies in the level of detail provided. They can vary in the terms of a user's experience with the code. We've reformatted it and expanded and clarified it as necessary.

At this point Floyd went over Attachment 1 – sample code amendments. It gave a snapshot of what is coming. The biggest insertion was the "classification of uses." He went on to explain how it's different and asked the commissioners if they had any comments or concerns on what had been gone over.

The question came up as to whether other cities were going about this in the same way. Hartnett answered that this is a trend in many jurisdictions and that, over time, businesses change and the nature of that business changes. This is necessary as it's a much easier way of capturing everything and having a systematic way of saying "Oh – it's a new use, but where do we put it? Oh – look at these characteristics – it's this and not that."

8. WORK SESSION – UPDATE ON ROLLING CALENDAR/CD ORG CHART

Susan Hartnett checked in with the commissioners on whether the new rolling calendar is meeting expectations or not. The commissioners indicated that it was exactly what they were hoping for, and that they like it a lot. She also went over the new organizational chart. She

went over the changes that had taken place. The commissioners appreciated having the newly updated Org Chart and thanked Hartnett.

A commissioner asked about the possibility of the City hiring an Economic Director. It was noted that Sean Farrelly will take on as much of that as he can but that an Economic Director position isn't something seen as feasible in the near term.

The question was asked as to whether there is a staff resource specifically assigned to sustainability - i.e. a "green" staff resource. The answer was – no, not at this time. Hartnett answered that there've been a number of conversations at the council level about trying to create some sort of sustainability program, or approach, for the City – unfortunately, the City then went through the budget contractions.

There were some questions on some of the items on the calendar.

9. OTHER BUSINESS

President Walsh noted that he will not be at the next Planning Commission meeting due to other commitments.

10. ADJOURNMENT

President Walsh adjourned the meeting at 9:18 pm.

Doreen Laughlin, Planning Commission Secretary

ATTEST: President David Walsh

Tigard 2035 TSP

City Council Public Hearing

October 12, 2010

TSP Organization

- Volume 1. TSP
  - Policy & plan substance
- Volume 2. Supporting Information
  - For reference
- Volume 3. Background
  - Technical memoranda

TSP Organization

1. Introduction
2. Goals and Policies
3. Transportation Planning Toolbox
4. Development of the TSP
5. Transportation System Plan
6. Transportation Funding Element
7. Glossary

1. Introduction

- Initiated in 2007
- Funded by TGM Grant
- Agency partners
  - ODOT
  - DLCD
  - Metro
  - TriMet
  - Washington County
  - Beaverton
  - Tualatin
  - TVF&R

Oregon Department of Transportation

1. Introduction

- Element of the Comprehensive Plan
- TSP Purpose
  - Long-range plan for growth
  - Coordinate with land use planning
  - Coordination with other agencies
  - Blueprint for transportation investments
- Required by State of Oregon
- Required for Federal funds

1. Introduction

- Building on Past Efforts
  - Current TSP (2002)
  - WSRC Plan
  - Tigard Downtown Improvement Plan
  - Tigard Highway 99W Improvement Plan
  - Wash. Co. 2020 Transportation Plan
  - 2035 Regional Transportation Plan (RTP)

1. Introduction

- Planning Environment
  - Growing congestion
  - Natural & constructed barriers
  - Limited transportation funds
  - Rising fuel costs
  - Environmental impacts

- Make the Most of What We Have!!

1. Introduction

- Public Involvement
  - Web site
  - Cityscape articles (5)
  - Public Forums (2)
  - Open House (1)
  - Civic Group Outreach (4)
  - Citizen Advisory Committee
  - Planning Commission Work Sessions

2. Goals & Policies

1. Coordination with Land Use
2. Transportation Efficiency
3. Multi-Modal System
4. Safety
5. Inter-Agency Coordination
6. Transportation Funding

3. Toolbox

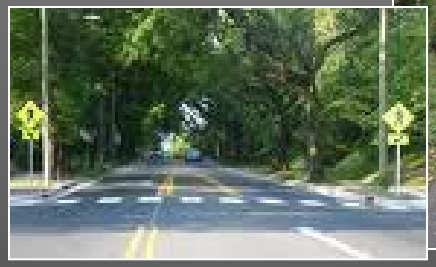
- Informational Section
  - Tools & terms

3. Toolbox

- Travel Mode Shares
- Land Use
- Connectivity/Circulation
- Transportation System Management
  - Traffic signal improvements
  - Access management
  - Neighborhood traffic management

3. Toolbox

- Transportation Demand Management
  - Coordination for alternative travel modes
- Specific Projects
  - Walkways & crossing treatments
  - Bicycle facilities

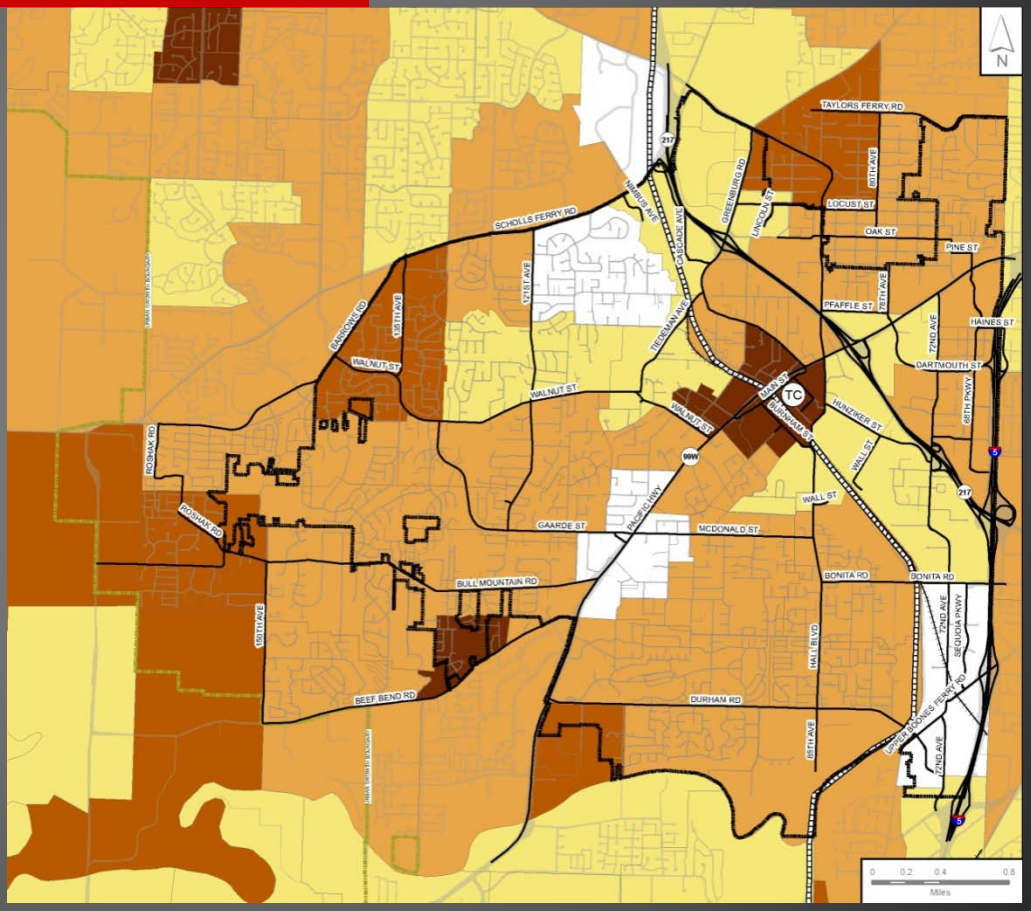


4. Development of the TSP

- 2008 Baseline Conditions Analysis
- 2035 Forecast Analysis
  - 9,000 households (34%)
  - 25,000 jobs (57%)
  - Growth in the surrounding area

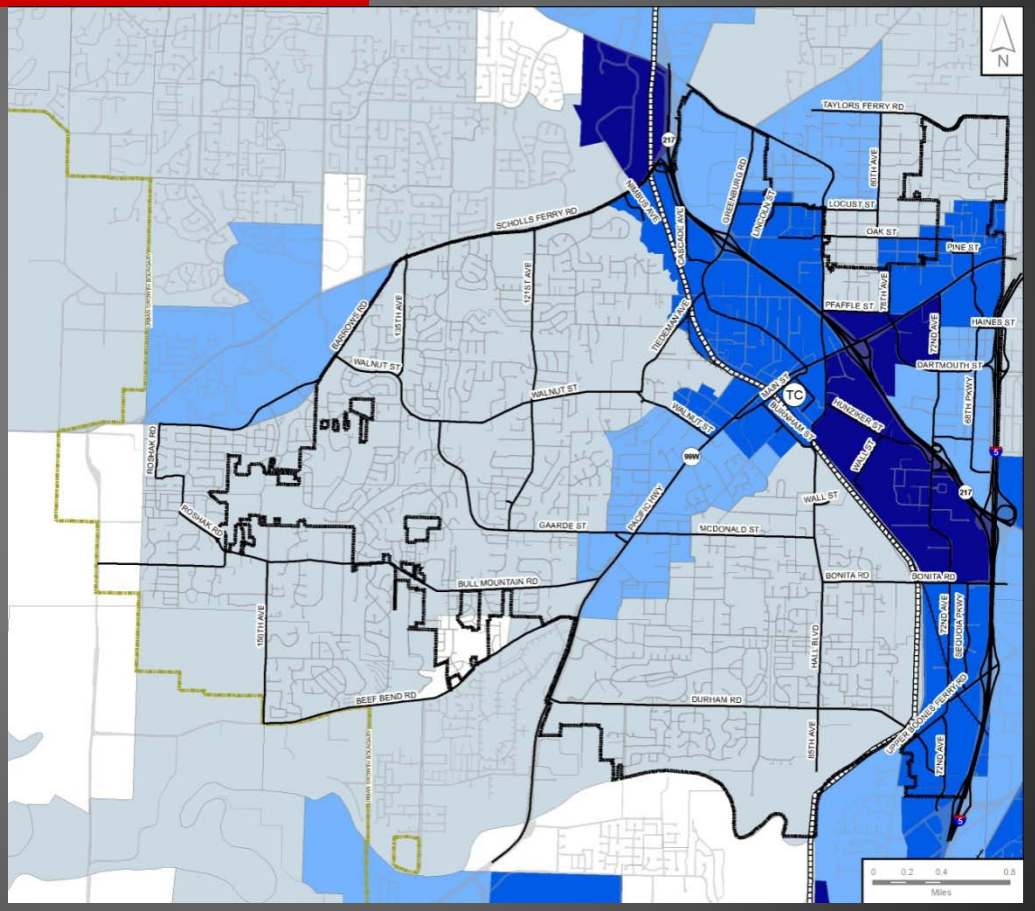
4. Development of the TSP

Household Growth: 34%



4. Development of the TSP

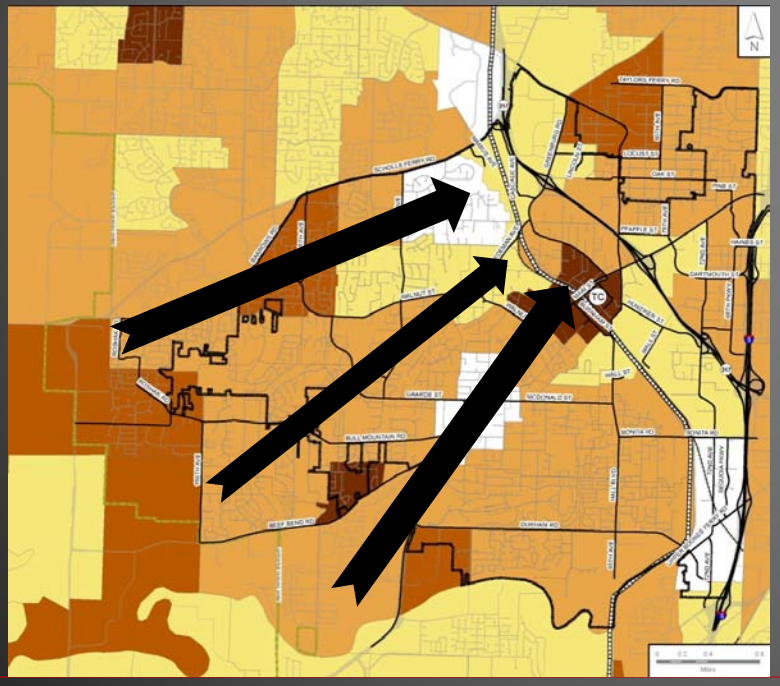
Employment Growth: 57%



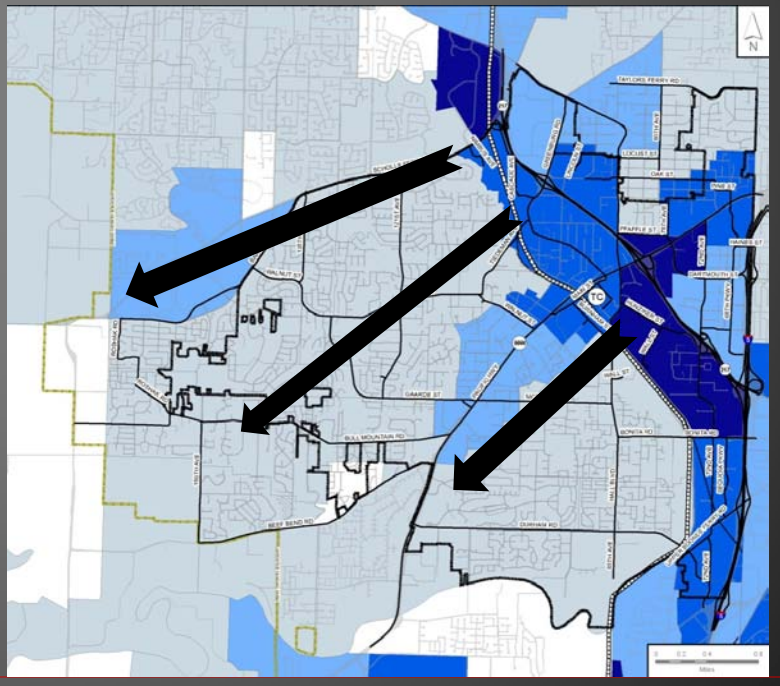
4. Development of the TSP

- Reinforcing Congested Travel Patterns

Morning Rush Hour



Evening Rush Hour



4. Development of the TSP

- Reliance on a Few Major Roadways
- Connectivity Barriers
  - Highway 217
  - Railroad/WES Track
  - Fanno Creek
  - Topography
  - Existing Neighborhoods

4. Development of the TSP

The Challenge ➔

- Congestion is already a problem
- Growth will make it worse
- Connectivity barriers

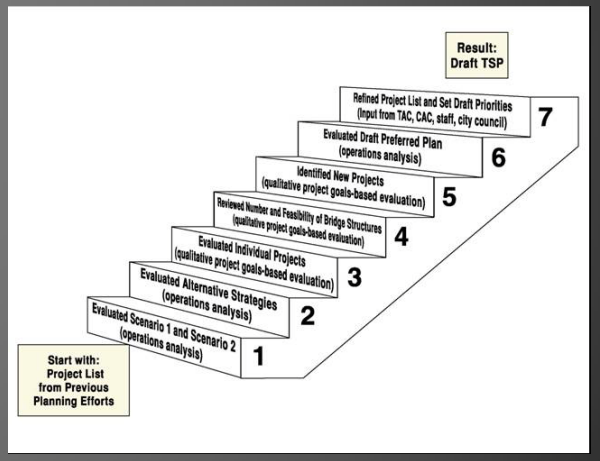
4. Development of the TSP

Strategies ➔

- Land Use Changes
- Connectivity
- Multi-Modal Improvements
- Systems Operating Improvements
- Management/Design Measures

4. Development of the TSP

- Project Evaluation
- Evaluation Criteria
  - Multimodal mobility
  - System capacity
  - Interagency consistency
  - Safety
  - Cost effectiveness
  - Environmental resources
  - Environmental equity



4. Development of the TSP

- Significant New Projects
  - Plan for HCT from Portland to Sherwood
  - Hwy 217 over-crossing at N Dakota-Pfaffle
- Updated Projects
  - Reduced planned cross sections (Hall Blvd, 121st, and Walnut).
  - Hwy 217 Northern WSRC over-crossing changed to pedestrian/bicycle only

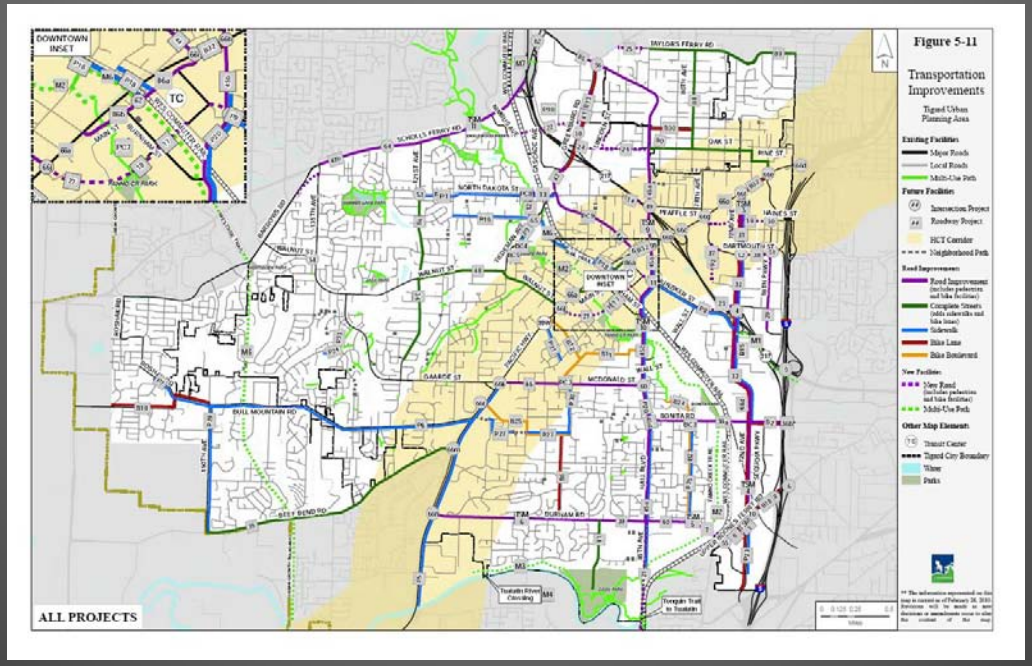
4. Development of the TSP

- Significant Projects Removed
  - Wall Street extension across Fanno Creek and RR switching yard
  - Nimbus Road extension to Greenburg
- Significant Projects Retained
  - Hwy 217 Overpass at Hunziker/Hampton
  - Ash Avenue Fanno Creek Bridge
  - Walnut Street Extension to Ash Avenue

5. Transportation System Plan

A. Management, Design & Operations

B. Multimodal Projects



5a. Management & Operations

- Land Use Planning
- Functional Classifications
- Street Design Standards
- Connectivity Standards
- Transportation System Management
- Transportation Demand Management
- Travel Modes
- Parking Management

5a. Management & Operations

- Additional Studies

Future Plans and Studies
Land Use – Commercial nodes in residential neighborhoods
Land Use – Mixed-use compact developments
Street cross section design guidelines
Special area parking management plans
Ash/Walnut extension corridor study
Circulation/connectivity study

5b. Projects

- Nearly 150 Multimodal Projects
  - Roadways
  - Complete Streets
  - Bicycle Facilities
  - Sidewalks
  - Multi-Use Trails
  - Transit Improvements
  - Transportation System Management

5b. Projects

- High Level Evaluation & Planning
- Range in Certainty
  - Pacific Highway-99W/Hall intersection vs. Hall Blvd bridge to Tualatin
- Range in Project Scale
  - Commercial Street sidewalks vs. Highway 217 interchange

5b. Projects

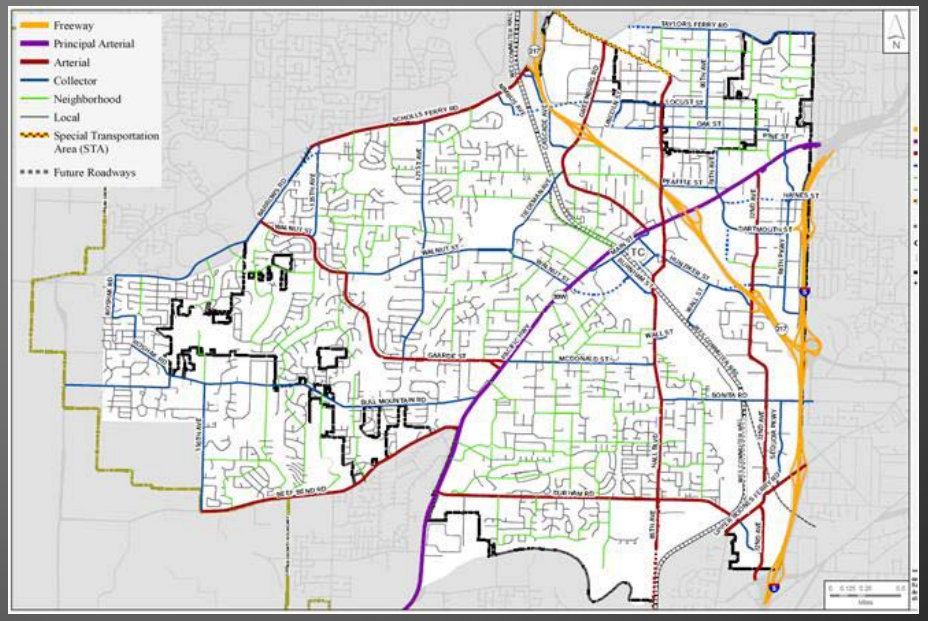
- Financially Constrained Projects
  - “Reasonably likely”
  - Includes all expected resources
  - Eligible for federal funds
  - Included in 2035 RTP
  - Zone/Comp plan amendments

6. Funding Element

- Historical Capital Revenue
- Revenue Forecast for Capital Projects
  - $69 Million over 25 years
- Total TSP Projects
  - $657 Million
- Prioritized Projects
  - $283 Million
  - Includes all funding sources

7. Implementation

- Identifies measures to ensure development code reflects the updated policies



Potential Council Actions

- Approve as Recommended by Planning Commission
- Approve with Changes
- Reject

AIS-191 **Item #: 6.**

Business Meeting

Date: 10/12/2010

Length (in minutes): 15 Minutes

Agenda Title: Authorize the City Manager to Enter into Purchase and Sale Agreements to Acquire Properties for Parks and Open Space

Prepared By: Kathy Mollusky, Public Works

Item Type: **Meeting Type:** Select One

Information

ISSUE

Shall the Council pass a motion authorizing the City Manager to execute Purchase and Sale Agreements (PSAs) for four parcels to be added to the City's parks and open space inventory?

STAFF RECOMMENDATION / ACTION REQUEST

Pass a motion to authorize the City Manager to execute Purchase and Sale Agreements.

KEY FACTS AND INFORMATION SUMMARY

The Trust For Public Lands (TPL) has been negotiating on the City's behalf with several property owners to acquire properties to add to the City's inventory of Parks and Open Space. Negotiations on four parcels are generally complete and the Council could take action to acquire via execution of PSAs with the two owners. The properties include:

- The Sunrise property is approximately a 20 acre parcel, just east of Cach Park, and is generally bounded by Sunrise Lane on its west and south borders. This parcel was under option prior to the 2009 election, but that option has since lapsed. TPL has recently obtained a new exclusive option to purchase the Sunrise Property from the property owner. The purchase price is now $5 million.
- Fowler Phase II is comprised of three parcels totaling roughly 5.0 acres. These three parcels were separated from the original Fowler parcel in order to bring that parcel to a price manageable by Tigard, without dependence on the bond measure. These three parcels also comprise the buildable portions of the original parcel and do not have any environmental constraints or funding agency restrictions, should we choose to acquire them. If these three additional parcels are acquired, the City would most likely develop parking on the parcel nearest the Fanno Creek Trail and potentially more traditional park improvements on the other parcels as funds become available. The price for all three parcels is $1.5 Million.

The City attorney's office is drafting the PSAs. The PSAs will be written with a "not to exceed" cost and each will be conditioned upon passage of the bond measure.

Staff recommends Council pass a motion authorizing the City Manager to execute the PSAs.

Attached are the September 22, 2010 letters from TPL, as well as maps of each site.

Negotiations are continuing on another parcel that may or may not be completed by Council meeting time. That parcel was discussed in the September 28 Executive Session and may be brought out from this weeks Executive Session if an option is acquired on this property.

OTHER ALTERNATIVES

Council could choose to authorize the City Manager to negotiate PSAs for any, all, or none of the properties listed at this time.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

3. Strategize with Park and Recreation Advisory Board on a 2010 Parks Bond:

- Decide whether to return to ballot and, if so, when;
- Develop land acquisition strategies (potential options to purchase, etc.)

This also supports the land acquisition recommendation listed in the 2009 Park System Master Plan Update.

DATES OF PREVIOUS COUNCIL CONSIDERATION

Information concerning these properties was given in Executive Session on September 28, 2010.

Fiscal Impact

Cost:	up to $6.5 M
Budgeted (yes or no):	No
Where Budgeted (department/program):	PW

Additional Fiscal Notes:

Should the Council decide to athorize PSAs for any or all of these parcels, the PSAs are conditioned on the successful passage of the November 2, 2010 Parks Bond levy. The Fiscal Impact will be up to $6.5 million.

Attachments

Cover Memo and PSAs for Sunrise and Summer Creek Phase II

TPL Letters

Potential Park Land

City *of* Tigard
Memorandum

To: The Honorable Mayor and City Councilors

From: Assistant Public Works Director Brian Rager BR

Re: Purchase and Sale Agreements

Date: October 8, 2010

The Trust for Public Lands (TPL) has been negotiating on the City's behalf with several property owners to acquire properties to add to the City's inventory of parks and open space. This was discussed during the Council's September 28 Executive Session.

The City attorney's office has completed draft Purchase and Sale Agreements for the Sunrise and Summer Creek Phase II properties. If the Council approves these property purchases, and the parks bond is approved by voters, final documents will be executed by the City Manager.

Enclosure: Sunrise Purchase and Sale Agreement
Summer Creek Phase II Purchase and Sale Agreement

AGREEMENT FOR PURCHASE OF REAL PROPERTY
(Sunrise Property)

BETWEEN: Oregon Field Office
The Trust for Public Land ("Seller")
806 SW Broadway, Suite 300
Portland, Oregon 97213
Attn: Robert Betcone
Office: (503) 228-6620
FAX: (503) 228-4529

AND: City of Tigard ("Buyer")
13325 SW Hall Blvd.
Tigard, Oregon 97223
Attn: Craig Prosser, City Manager
Office: (503) 718-2486

DATED: October _____, 2010 ("Effective Date")

RECITALS

A. Seller holds an exclusive option to purchase approximately 20 acres of certain real property located in Washington County, Oregon, known as Bull Mountain or, alternatively, the Sunrise property (hereinafter the "Subject Property"), which is legally described in the attached Exhibit A. The Subject Property includes any improvements, fixtures, timber, water and minerals located thereon, and any and all rights appurtenant thereto owned by Seller, including but not limited to development rights, timber rights, water rights, grazing rights, access rights and mineral rights.

B. Buyer wishes to purchase the Subject Property from Seller and Seller wishes to sell the Subject Property to Buyer on the terms and conditions set forth in this Agreement for Purchase of Real Property (the "Agreement").

C. Seller shall use best efforts to aid Buyer by soliciting contributions to the Purchase Price (as defined hereinafter), particularly from Washington County (the "County"), but also from any other potential sources capable of contributing to the acquisition. Buyer anticipates voter approval of a measure to issue bonds to fund parks and acquisition of open space and natural area and that such bond proceeds will fund a significant portion of the Purchase Price. This Agreement is not contingent upon the successful attainment of any contributions from other parties.

AGREEMENT

NOW, THEREFORE, in consideration of the Recitals set forth above, which are contractual, and for other good and valuable consideration described in this Agreement, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as set forth below.

SECTION 1
General Provisions

1.1 Purchase and Sale. Seller agrees to sell to Buyer and Buyer agrees to buy from Seller the Subject Property on the terms and conditions set forth herein.

1.2 Purchase Price. The purchase price for the Subject Property shall be $5,000,000.00 (Five Million Dollars) (the "Purchase Price").

1.3 Purchase Terms. The Purchase Price shall be paid in cash on the closing date.

1.4 Future Action. During the term of this Agreement, Seller shall not, without the prior written consent of Buyer, execute or consent to the execution of any document, agreement or other instrument which may result in an alteration of the condition of title as approved by Buyer pursuant to the preliminary title report, or impair the ability of Seller to deliver title to the Subject Property to Buyer.

1.5 Possession. Except as specifically set forth in this Agreement, there are no leases, licenses or other agreements permitting, nor has Seller entered any course of conduct that would permit any person or entity to occupy or use any portion of the Subject Property. Seller shall deliver immediate and exclusive possession of the entire Subject Property to Buyer at closing.

SECTION 2
Conditions Precedent to Closing

2.1 Seller's Vesting. This Agreement shall remain contingent upon Seller's successful acquisition of the Subject Property. Seller shall not be obligated to exercise its option with the current owner of the Subject Property.

2.2 Title Review. Buyer shall review and, at its sole discretion, approve the condition of title including any reserved easements or proposed easements. The Buyer understands that if funds are accepted from other parties, that those funds could be linked to new encumbrances on the Subject Property.

2.3 Availability of Funds. Buyer anticipates voter approval of a measure to issue bonds to fund parks and acquisition of open space and natural areas. This Agreement is contingent upon successful passage of that measure.

2.4 Environmental. Seller shall commission an environmental assessment of the

Subject Property by a qualified environmental professional following ASTM Practice E 1527-05. Said assessment shall indicate no "recognized environmental conditions" as defined by the standard. Buyer's receipt and approval of said report and Buyer's approval of the overall environmental condition of the Subject Property, based on its due diligence and inspections, are conditions to closing.

2.5 Appraisal. Buyer shall receive from Seller and approve, in its sole discretion, an appraisal of the Subject Property.

2.6 Contingency Failure. In the event any of the contingencies set forth in Section 2 are not timely satisfied or waived, for a reason other than the default of the Buyer or the Seller under this Agreement, this Agreement and the rights and obligations of the Buyer and the Seller shall terminate, except as otherwise provided.

SECTION 3
Seller and Buyer Representations

Seller's Representations. Seller makes the following representations:

3.1 Seller has full power and authority to enter into this Agreement.

3.2 Seller has not entered into any other contracts for the sale of the Subject Property or any portion thereof, nor do there exist any rights of first refusal or options to purchase the Subject Property (except for the option described in Recital A of this Agreement).

3.3 Within Seller's knowledge, there is no suit, action, arbitration, legal, administrative or other proceeding or inquiry pending or threatened against the Subject Property or pending or threatened against Seller which could affect Seller's title to the Subject Property, affect the value of the Subject Property, or subject an owner of the Subject Property to liability. The representations and warranties of Seller contained herein shall be effective through the close of escrow.

Buyer's Representations. Buyer makes the following representations:

3.4 Buyer has all requisite authority and power to enter into this Agreement.

3.5 Neither Buyer's execution of this Agreement nor its taking any of the actions contemplated hereunder will violate any City, County, State or Federal Codes or Ordinances, or other governmental regulations.

3.6 The representations and warranties of Buyer contained herein shall be effective through the close of escrow.

SECTION 4
Closing and Escrow

4.1 Escrow. Upon execution of this Agreement, or as soon thereafter as is convenient, the parties shall open an escrow with First American Title, National Commercial

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Services, 200 SW Market St., Portland, Oregon (the "Escrow Holder") for the purpose of closing the purchase and sale of the Subject Property.

4.2 Closing. Closing on the purchase and sale of the Subject Property shall occur as soon as practical following the potential passage of the bond measure described in Section 2.3 and Seller's vesting to title in the Subject Property as described in Section 2.1.

4.3 Seller to Deliver at Closing.

4.3.1.1 Title. Title shall be conveyed to Buyer, via statutory warranty deed (the "Deed") and shall be free and clear of all title defects, liens, encumbrances, deeds of trust, and mortgages except: (a) the standard printed exceptions on a form of title insurance policy; and (b) the special exceptions showing on the First American Title Preliminary Title Report, Order No. 417121 (attached as Exhibit B). At the close of escrow, Escrow Holder shall cause the Deed to be recorded in the official property records of Washington County and shall subsequently deliver conformed copies of the Deed to the parties.

4.3.1.2 Proof of Authority. Such proof of the Seller's authority and authorization to enter into this Agreement and consummate the transaction contemplated by it, and such proof of the power and authority of the persons executing and/or delivering any instruments, documents, or certificates on behalf of the Seller to act for or bind the Seller, as may be reasonably required by the Title Company and/or the Buyer.

4.3.1.3 Nonforeign Certification. The Seller represents and warrants that it is not a "foreign person" as defined in IRC §1445. If required by the Buyer, Seller will give an affidavit to the Buyer to this effect in the form required by that statute and related regulations.

4.3.1.4 Closing Expenses and Fees. The escrow fee shall be paid one-half by Buyer and one-half by Seller. Seller will pay the premium on the ALTA title policy insuring Buyer's interest. Real estate taxes, if any, on the Subject Property shall be prorated between the Seller and Buyer as of the close of escrow based upon the latest available tax bill. Other fees and charges shall be allocated in accordance with the customary practices of Washington County, Oregon.

4.3.1.5 Title Insurance. Buyer shall be provided with a standard ALTA owner's policy of title insurance, at Seller's expense, in the full amount of the Purchase Price insuring that title to the Subject Property is vested in Buyer upon close of escrow subject only to the exceptions noted in Section 4.3.1.

SECTION 5
Defaults and Remedies

5.1 Buyer's Default and Seller's Remedies. If Buyer breaches this Agreement, which breach Buyer fails to cure within twenty (20) days after receipt of written notice thereof

from Seller, Buyer shall be in default hereunder and Seller shall be entitled, as Seller's sole exclusive remedy, to terminate this Agreement. If closing does not occur solely due to Buyer's default, Buyer shall pay all escrow cancellation charges.

5.2 Seller's Default and Buyer's Remedies. If Seller breaches this Agreement, which breach Seller fails to cure within twenty (20) days after receipt of written notice thereof from Buyer, Seller shall be in default hereunder and Buyer shall be entitled to terminate this Agreement or pursue an action for specific performance. If closing does not occur solely due to Seller's default, Seller shall pay all escrow cancellation charges.

SECTION 6
Miscellaneous

6.1 Notices. All notices pertaining to this Agreement shall be in writing delivered to the parties hereto personally by hand, courier service or Express Mail, or by first class mail, postage prepaid, at the addresses set forth on the first page of this Agreement. All notices shall be deemed given when deposited in the mail, first class postage prepaid, addressed to the party to be notified, or if delivered by hand, courier service or Express Mail, shall be deemed given when delivered. The parties may, by notice as provided above, designate a different address to which notice shall be given.

6.2 No Broker's Commission. Each party represents to the other that it has not used a real estate broker in connection with this Agreement or the transaction contemplated by this Agreement. In the event any person asserts a claim for a broker's commission or finder's fee against one of the parties to this Agreement, the party against whom the claim is asserted will hold the other party harmless from said claim.

6.3 Time of the Essence. Time is of the essence under this Agreement.

6.4 Binding on Successors. This Agreement shall be binding not only upon the parties but also upon their assigns, and other successors in interest. Neither party shall assign its rights and/or obligations under this Agreement without the prior written consent of the other party, which consent shall not be unreasonably withheld, conditioned or delayed.

6.5 Additional Documents. Seller and Buyer agree to execute such additional documents, including escrow instructions, as may be reasonable and necessary to carry out the provisions of this Agreement.

6.6 Entire Agreement; Modification; Waiver. This Agreement constitutes the entire agreement between Seller and Buyer pertaining to the subject matter contained in it and supersedes all prior and contemporaneous agreements, representations, and understandings. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing by all the parties. No waiver of any of the provisions of this Agreement shall be deemed or shall constitute a waiver of any other provision, whether or not similar, nor shall any waiver constitute a continuing waiver. No waiver shall be binding unless executed in writing by the party making the waiver.

6.7 Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original and which together shall constitute one and the same agreement.

6.8 Severability. Each provision of this Agreement is severable from any and all other provisions of this Agreement. Should any provision(s) of this Agreement be for any reason unenforceable, the balance shall nonetheless be of full force and effect.

6.9 Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon.

6.10 Statutory Notice under ORS 93.040. THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS THAT, IN FARM OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE AND THAT LIMIT LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, IN ALL ZONES. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO VERIFY THE EXISTENCE OF FIRE PROTECTION FOR STRUCTURES AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

6.11 Damage or Destruction; Condemnation. Until the transfer of legal title, the risk of loss shall be retained by the Seller. The Seller shall keep the Subject Property fully insured until the transfer of legal title. In the event of any material portion of the Subject Property is damaged, destroyed, or condemned or threatened with condemnation before the transfer of legal title, the Buyer may terminate this Agreement. In such event, this Agreement shall have no further force or effect whatsoever. If a nonmaterial portion of the Subject Property is destroyed then Buyer is obligated to close this transaction as provided for herein and to pay the full Purchase Price to the Seller. In such event, the Buyer shall be assigned all insurance proceeds or condemnation proceeds payable to or for the account of the Seller.

6.12 Attorneys' Fees. If any action is instituted between Seller and Buyer in connection with this Agreement, the party prevailing in such action shall be entitled to recover from the other party all of its costs of action, including, without limitation, attorneys' fees and costs, as fixed by the court therein, at trial or on appeal. In addition, if either party incurs

attorneys' fees or costs in successfully enforcing any right under this Agreement, such attorneys' fees and costs shall be recoverable from the other party hereto.

IN WITNESS of the foregoing provisions the parties have signed this Agreement below:

BUYER:

CITY OF TIGARD

By:_____

Title: _____

Date: _____

Approved as to Form:

By:_____

Title: City Attorney

Date:_____

SELLER:

THE TRUST FOR PUBLIC LAND

By: _____

Title: _____

Date:_____

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Exhibit "A"

Real property in the County of Washington, State of Oregon, described as follows:

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Exhibit "B"
Special Exceptions

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AGREEMENT FOR PURCHASE OF REAL PROPERTY
(Summer Creek Phase II Property)

BETWEEN: Oregon Field Office
The Trust for Public Land
806 SW Broadway Suite 300
Portland, Oregon 97213
Attn: Robert Betcone
Office: (503) 228-6620
FAX: (503) 228-4529
("Seller")

AND: City of Tigard
13325 SW Hall Blvd.
Tigard, Oregon 97223
Attn: Craig Prosser, City Manager
Office: (503) 718-2486
("Buyer")

DATED: October _____, 2010 ("Effective Date")

RECITALS

A. Seller holds an exclusive option to purchase 3 tracts totaling approximately 5 acres of certain real property located along Tigard Street in Washington County, Oregon, known as Summer Creek Phase 2 or, alternatively, the Fowler Phase 2 property (hereinafter the "Subject Property"), which is legally described in the attached Exhibit A. The Subject Property is adjacent to approximately 43 acres which are the subject of a separate purchase agreement between Seller and Buyer dated April 20, 2010 (the "Phase I PSA"). The Subject Property includes any improvements, fixtures, timber, water and minerals located thereon, and any and all rights appurtenant thereto owned by Seller, including but not limited to development rights, timber rights, water rights, grazing rights, access rights and mineral rights.

B. Buyer wishes to purchase the Subject Property from Seller and Seller wishes to sell the Subject Property to Buyer on the terms and conditions set forth in this Agreement for Purchase of Real Property (the "Agreement").

C. Seller shall use best efforts to aid Buyer by soliciting contributions to the Purchase Price (as defined hereinafter), particularly from Washington County (the "County"), but also from any other potential sources capable of contributing to the acquisition. Buyer anticipates voter approval of a measure to issue bonds to fund parks and acquisition of open space and natural area and that such bond proceeds will fund a significant portion of the Purchase Price. This Agreement is not contingent upon the successful attainment of any contributions from other parties.

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AGREEMENT

NOW, THEREFORE, in consideration of the Recitals set forth above, which are contractual, and for other good and valuable consideration described in this Agreement, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as set forth below.

SECTION 1
General Provisions

1.1 Purchase and Sale. Seller agrees to sell to Buyer and Buyer agrees to buy from Seller the Subject Property on the terms and conditions set forth herein.

1.2 Purchase Price. The purchase price for the Subject Property shall be $1,500,000.00 (One Million Five Hundred Thousand Dollars) (the "Purchase Price").

1.3 Purchase Terms. The Purchase Price shall be paid in cash on the closing date.

1.4 Future Action. During the term of this Agreement, Seller shall not, without the prior written consent of Buyer, execute or consent to the execution of any document, agreement or other instrument which may result in an alteration of the condition of title as approved by Buyer pursuant to the preliminary title report, or impair the ability of Seller to deliver title to the Subject Property to Buyer.

1.5 Possession. Except as specifically set forth in this Agreement, there are no leases, licenses or other agreements permitting, nor has Seller entered any course of conduct that would permit any person or entity to occupy or use any portion of the Subject Property. Seller shall deliver immediate and exclusive possession of the entire Subject Property to Buyer at closing.

SECTION 2
Conditions Precedent to Closing

2.1 Seller's Vesting. This Agreement shall remain contingent upon Seller's successful acquisition of the Subject Property. Seller shall not be obligated to exercise its option with the current owner of the Subject Property.

2.2 Title Review. Buyer shall review and, at its sole discretion, approve the condition of title including any reserved easements or proposed easements. The Buyer understands that if funds are accepted from other parties, that those funds could be linked to new encumbrances on the Subject Property.

2.3 Availability of Funds. Buyer anticipates voter approval of a measure to issue bonds to fund parks and acquisition of open space and natural areas. This Agreement is contingent upon successful passage of that measure.

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2.4 Environmental. Seller shall commission an environmental assessment of the Subject Property by a qualified environmental professional following ASTM Practice E 1527-05. Said assessment shall indicate no "recognized environmental conditions" as defined by the standard. Buyer's receipt and approval of said report and Buyer's approval of the overall environmental condition of the Subject Property, based on its due diligence and inspections, are conditions to closing.

2.5 Closing Under Phase 1 PSA. This Agreement is contingent upon the closing of the purchase transaction pursuant to the Phase 1 PSA.

2.6 Contingency Failure. In the event any of the contingencies set forth in Section 2 are not timely satisfied or waived, for a reason other than the default of the Buyer or the Seller under this Agreement, this Agreement and the rights and obligations of the Buyer and the Seller shall terminate, except as otherwise provided.

SECTION 3
Seller and Buyer Representations

Seller's Representations. Seller makes the following representations:

3.1 Seller has full power and authority to enter into this Agreement.

3.2 Seller has not entered into any other contracts for the sale of the Subject Property or any portion thereof, nor do there exist any rights of first refusal or options to purchase the Subject Property (except for the option described in Recital A of this Agreement).

3.3 Within Seller's knowledge, there is no suit, action, arbitration, legal, administrative or other proceeding or inquiry pending or threatened against the Subject Property or pending or threatened against Seller which could affect Seller's title to the Subject Property, affect the value of the Subject Property, or subject an owner of the Subject Property to liability. The representations and warranties of Seller contained herein shall be effective through the close of escrow.

Buyer's Representations. Buyer makes the following representations:

3.4 Buyer has all requisite authority and power to enter into this Agreement.

3.5 Neither Buyer's execution of this Agreement nor its taking any of the actions contemplated hereunder will violate any City, County, State or Federal Codes or Ordinances, or other governmental regulations.

3.6 The representations and warranties of Buyer contained herein shall be effective through the close of escrow.

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SECTION 4
Closing and Escrow

4.1 Escrow. Upon execution of this Agreement, or as soon thereafter as is convenient, the parties shall open an escrow with First American Title, National Commercial Services, 200 SW Market St., Portland, Oregon (the "Escrow Holder") for the purpose of closing the purchase and sale of the Subject Property.

4.2 Closing. Closing on the purchase and sale of the Subject Property shall occur as soon as practical following the potential passage of the bond measure described in Section 2.3 and Seller's vesting to title in the Subject Property as described in Section 2.1.

4.3 Seller to Deliver at Closing.

4.3.1.1 Title. Title shall be conveyed to Buyer, via statutory warranty deed (the "Deed") and shall be free and clear of all title defects, liens, encumbrances, deeds of trust, and mortgages except: (a) the standard printed exceptions on a form of title insurance policy; and (b) the special exceptions showing on the First American Title Preliminary Title Report, Order No. _____ (attached as Exhibit B). At the close of escrow, Escrow Holder shall cause the Deed to be recorded in the official property records of Washington County and shall subsequently deliver conformed copies of the Deed to the parties.

4.3.1.2 Proof of Authority. Such proof of the Seller's authority and authorization to enter into this Agreement and consummate the transaction contemplated by it, and such proof of the power and authority of the persons executing and/or delivering any instruments, documents, or certificates on behalf of the Seller to act for or bind the Seller, as may be reasonably required by the Title Company and/or the Buyer.

4.3.1.3 Nonforeign Certification. The Seller represents and warrants that it is not a "foreign person" as defined in IRC §1445. If required by the Buyer, Seller will give an affidavit to the Buyer to this effect in the form required by that statute and related regulations.

4.3.1.4 Closing Expenses and Fees. The escrow fee shall be paid one-half by Buyer and one-half by Seller. Seller will pay the premium on the ALTA title policy insuring Buyer's interest. Real estate taxes, if any, on the Subject Property shall be prorated between the Seller and Buyer as of the close of escrow based upon the latest available tax bill. Other fees and charges shall be allocated in accordance with the customary practices of Washington County, Oregon.

4.3.1.5 Title Insurance. Buyer shall be provided with a standard ALTA owner's policy of title insurance, at Seller's expense, in the full amount of the Purchase Price insuring that title to the Subject Property is vested in Buyer upon close of escrow subject only to the exceptions noted in Section 4.3.1.

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SECTION 5
Defaults and Remedies

5.1 Buyer's Default and Seller's Remedies. If Buyer breaches this Agreement, which breach Buyer fails to cure within twenty (20) days after receipt of written notice thereof from Seller, Buyer shall be in default hereunder and Seller shall be entitled, as Seller's sole exclusive remedy, to terminate this Agreement. If closing does not occur solely due to Buyer's default, Buyer shall pay all escrow cancellation charges.

5.2 Seller's Default and Buyer's Remedies. If Seller breaches this Agreement, which breach Seller fails to cure within twenty (20) days after receipt of written notice thereof from Buyer, Seller shall be in default hereunder and Buyer shall be entitled to terminate this Agreement or pursue an action for specific performance. If closing does not occur solely due to Seller's default, Seller shall pay all escrow cancellation charges.

SECTION 6
Miscellaneous

6.1 Notices. All notices pertaining to this Agreement shall be in writing delivered to the parties hereto personally by hand, courier service or Express Mail, or by first class mail, postage prepaid, at the addresses set forth on the first page of this Agreement. All notices shall be deemed given when deposited in the mail, first class postage prepaid, addressed to the party to be notified, or if delivered by hand, courier service or Express Mail, shall be deemed given when delivered. The parties may, by notice as provided above, designate a different address to which notice shall be given.

6.2 No Broker's Commission. Each party represents to the other that it has not used a real estate broker in connection with this Agreement or the transaction contemplated by this Agreement. In the event any person asserts a claim for a broker's commission or finder's fee against one of the parties to this Agreement, the party against whom the claim is asserted will hold the other party harmless from said claim.

6.3 Time of the Essence. Time is of the essence under this Agreement.

6.4 Binding on Successors. This Agreement shall be binding not only upon the parties but also upon their assigns, and other successors in interest. Neither party shall assign its rights and/or obligations under this Agreement without the prior written consent of the other party, which consent shall not be unreasonably withheld, conditioned or delayed.

6.5 Additional Documents. Seller and Buyer agree to execute such additional documents, including escrow instructions, as may be reasonable and necessary to carry out the provisions of this Agreement.

6.6 Entire Agreement; Modification; Waiver. This Agreement constitutes the entire agreement between Seller and Buyer pertaining to the subject matter contained in it and supersedes all prior and contemporaneous agreements, representations, and understandings. No

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supplement, modification or amendment of this Agreement shall be binding unless executed in writing by all the parties. No waiver of any of the provisions of this Agreement shall be deemed or shall constitute a waiver of any other provision, whether or not similar, nor shall any waiver constitute a continuing waiver. No waiver shall be binding unless executed in writing by the party making the waiver.

6.7 Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original and which together shall constitute one and the same agreement.

6.8 Severability. Each provision of this Agreement is severable from any and all other provisions of this Agreement. Should any provision(s) of this Agreement be for any reason unenforceable, the balance shall nonetheless be of full force and effect.

6.9 Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon.

6.10 Statutory Notice under ORS 93.040. THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS THAT, IN FARM OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE AND THAT LIMIT LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, IN ALL ZONES. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO VERIFY THE EXISTENCE OF FIRE PROTECTION FOR STRUCTURES AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

6.11 Damage or Destruction; Condemnation. Until the transfer of legal title, the risk of loss shall be retained by the Seller. The Seller shall keep the Subject Property fully insured until the transfer of legal title. In the event of any material portion of the Subject Property is damaged, destroyed, or condemned or threatened with condemnation before the transfer of legal title, the Buyer may terminate this Agreement. In such event, this Agreement shall have no further force or effect whatsoever. If a nonmaterial portion of the Subject Property is destroyed then Buyer is obligated to close this transaction as provided for herein and to pay the full Purchase Price to the Seller. In such event, the Buyer shall be assigned all insurance proceeds or condemnation proceeds payable to or for the account of the Seller.

6.12 Attorneys' Fees. If any action is instituted between Seller and Buyer in connection with this Agreement, the party prevailing in such action shall be entitled to recover from the other party all of its costs of action, including, without limitation, attorneys' fees and costs, as fixed by the court therein, at trial or on appeal. In addition, if either party incurs attorneys' fees or costs in successfully enforcing any right under this Agreement, such attorneys' fees and costs shall be recoverable from the other party hereto.

IN WITNESS of the foregoing provisions the parties have signed this Agreement below:

BUYER:

CITY OF TIGARD

By:_____

Title: _____

Date: _____

Approved as to Form:

By:_____

Title: City Attorney

Date:_____

SELLER:

THE TRUST FOR PUBLIC LAND

By: _____

Title: _____

Date:_____

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Exhibit "A"

Real property in the County of Washington, State of Oregon, described as follows:

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Exhibit "B"
Special Exceptions

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THE TRUST FOR PUBLIC LAND

September 22, 2010

Dennis Koellermeier
Public Works Director
City of Tigard

Subject: Potential Summer Creek/Fowler Phase II Purchase

TPL has worked successfully with the City and other partners to purchase the 43-acres Summer Creek/Fowler site. That project is scheduled to close in a purchase from the School District and a sale to the City this winter. In order to manage the price on the 43-acre site TPL negotiated for the segregation of approximately 5 total acres in 3 tracts along Tigard Street. These 5 acres are the subject of Summer Creek/Fowler Phase II.

All three tracts along Tigard Street are immediately adjacent to the larger 43-acre site. The three tracts were selected for segregation because they are not encumbered by wetlands and reflect relatively higher value than other parts of the nearby landscape. The three tracts would not be subject to the limitations that will be placed on the larger 43-acre tract by Metro or OWEB. Therefore, it has been asserted that the three tracts offer an opportunity for development of parking, maintenance or other support facilities for management of the larger acquisition. A mobile trailer exists on one of the tracts and could potentially be purchased along with the land to support nature day camps or site management. Please let me know if purchase of the trailer is desirable.

TPL holds an exclusive option on the Summer Creek/Fowler Phase II property. The price is $1.5 million. This price is the product of engineering estimates that forecast a potential development of 15 to 20 lots. TPL and the School District referenced the $70,000 per lot value applied in the appraisal of the larger tract (A copy of which is already in City possession) It was agreed that development of the Tigard St. tracts would generate lower costs on a per lot basis than the larger tract (no wetlands or mitigation, shorter roads, easier access to utilities in Tigard St. etc.) and, thus, higher value on a per lot basis. TPL requests a contract with the City to in order to sell the site contingent upon the bond measure passing in November.

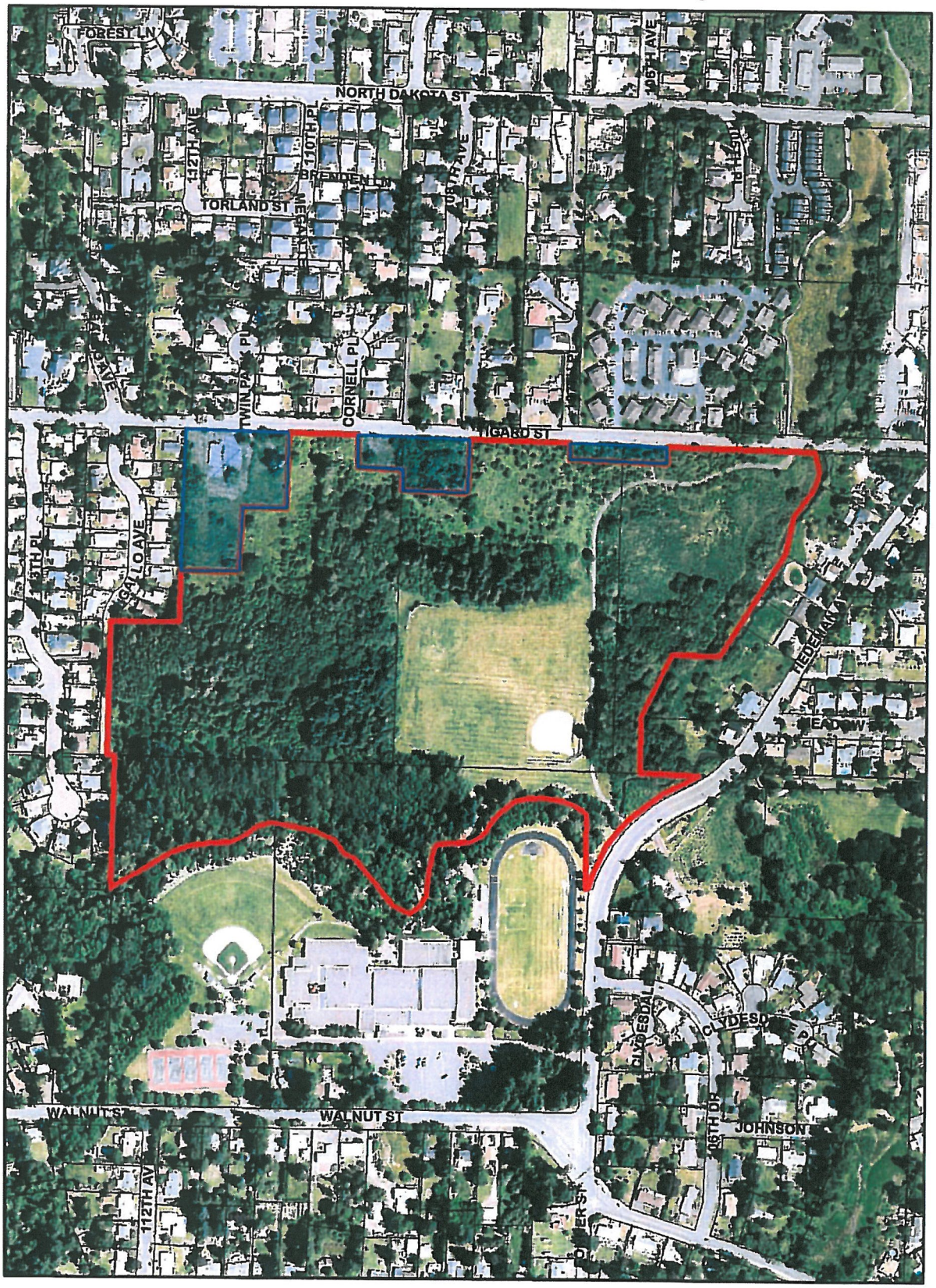
TPL has been honored to partner with the City of Tigard and we look forward to serving you in the future. Please contact me with any questions.

Respectfully,

Robert B. Betcone, Jr., Esq.
Project Manager

Attachment: Map

Summer Creek Property



The Trust for Public Land

September 22, 2010

Dennis Koellermeier
Public Works Director
City of Tigard

Subject: Potential Sunrise Property Purchase

The Sunrise Project is 20 acres located on Bull Mt. The land lies between the City's Cash Creek property and the proposed Westside Trail. A map is attached showing additional connectivity over public street rights of way as well as a paved public path.

The site contains a large level area off Sunrise Lane with sweeping views of the region. The periphery of the site contains mature trees and trails leading to other, private forested tracts. In recent months the site has been used as a de facto community park.

The property is currently owned by a developer/investor. The site is permitted for the development of 79 high-end view homes. The deadline for building start under the permit has been extended by City resolution. This last summer the owner arranged for the complete demolition of 11 structures including the burning of 7 substantial homes in order to prepare the site for subdivision development. This week the owner has fenced the site.

TPL secured an option to purchase the site in 2009. The appraised price at that time was $3.7 million. That contract expired when the intended Tigard park bond failed to pass in November 2009. After 9 months of negotiation, TPL has secured another option agreement. The negotiated price is $5M. The increased price is a reflection of multiple factors: 1) the owner's fortified intent to develop the site following the failed bond attempt last year; 2) the reduced pressure felt by the owner due to the build deadline extension; 3) the owner's assertion that refinancing of the property this summer with longer-term private capital lowered his holding costs; 4) the owner's citation of the Fowler site as a comparable sale and 5) the increased cost the owner has incurred in site preparation. In order to provide some perspective on value TPL will tender an appraisal of $5.5 million, which is roughly tied to the time frame of TPL's initial engagement with the owner and the owner's intended value following the build deadline extension.

The owner demanded an option exercise date of November 3 – a day after the bond measure passes or not. Consequently, TPL requests that the City enter into a purchase agreement with TPL in October so that TPL may exercise the contract on

the appointed day and maintain rights to the site if the bond passes. Said City/TPL purchase agreement would, of course, be contingent upon bond passage on November 2. TPL has negotiated a more comfortable closing date that falls in May 2011.

Please let me know if you care for additional information or a site tour as I will soon possess a key to the new gate.

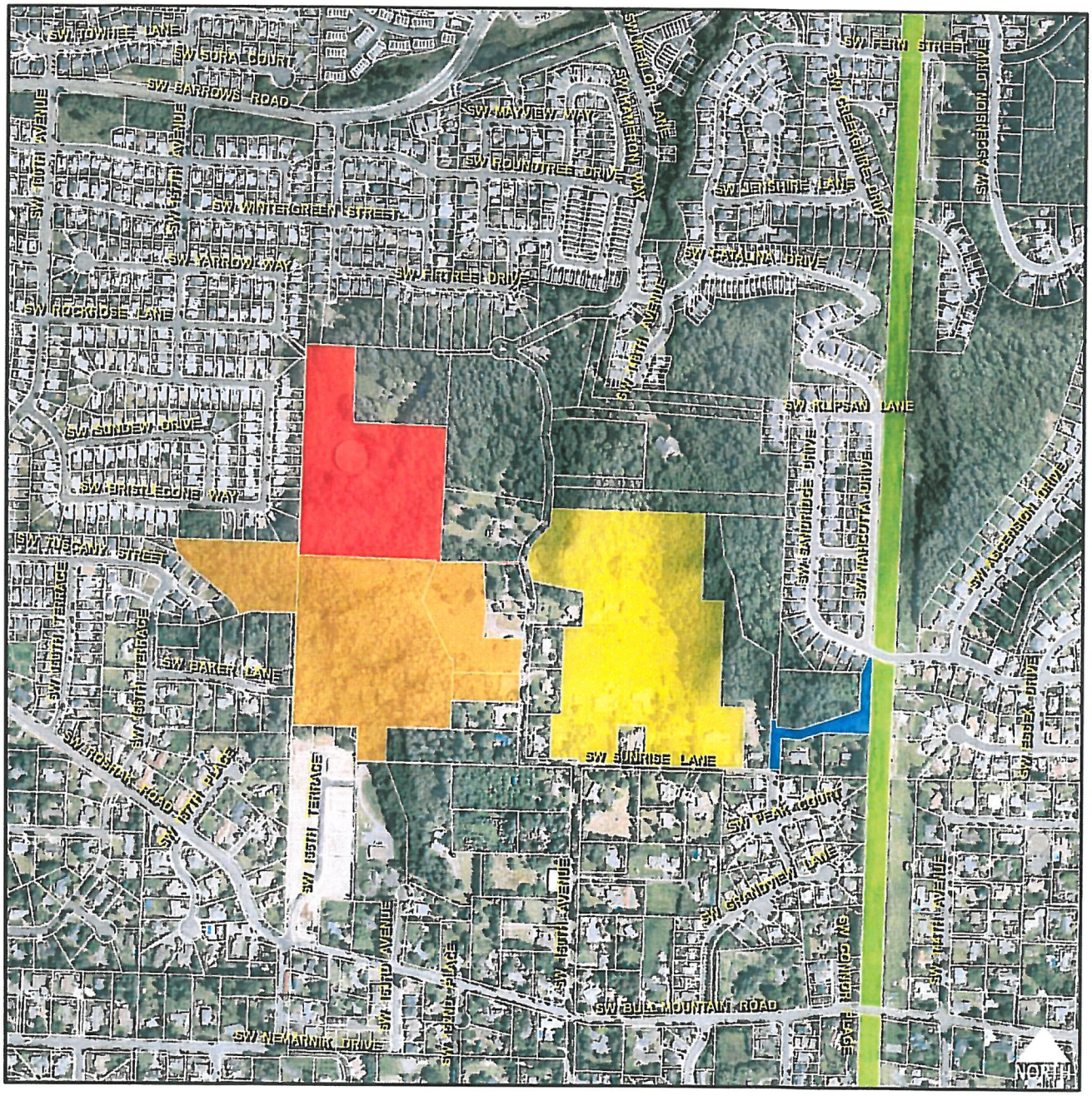
Respectfully,

Robert B. Betcone, Jr., Esq.
Project Manager

Attachment: Map

WASHINGTON COUNTY
OREGON

Potential Cache Creek Connector Acquisition



Potential Acquisition
City of Tigard
Tigard Water District
Public Path
Westside Trail Alignment

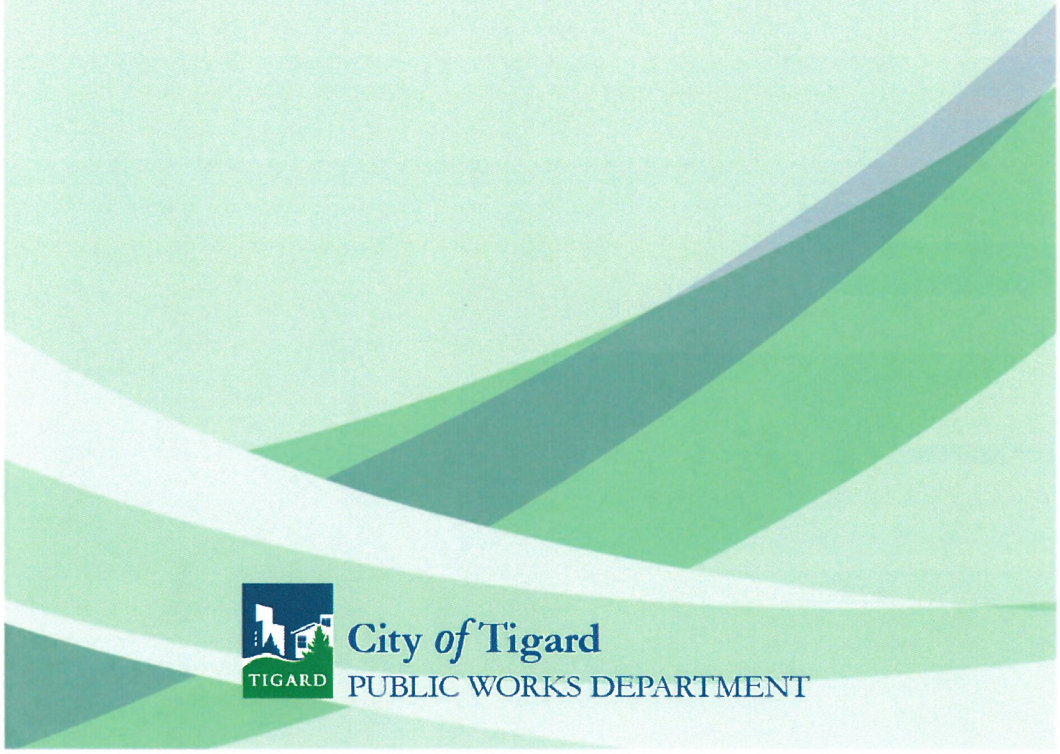
1 inch = 700 feet
0 350 700
Feet

9/23/2010

OCTOBER 12, 2010

Potential Park & Open Space

ACQUISITION



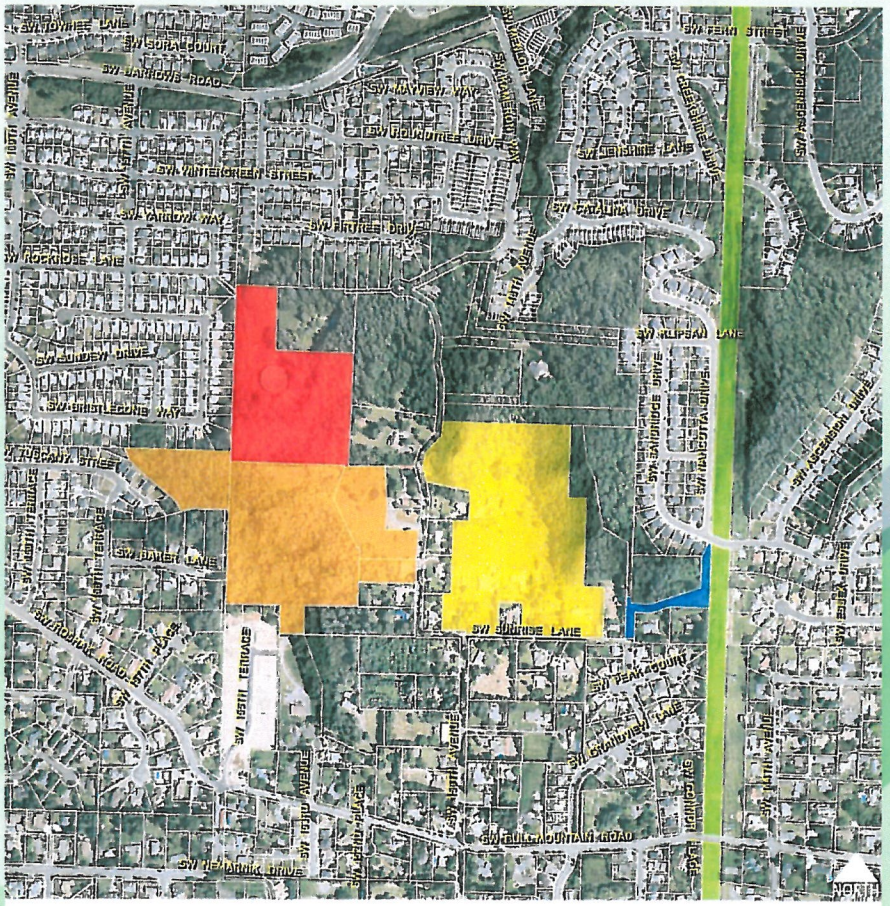
City *of* Tigard
PUBLIC WORKS DEPARTMENT

POTENTIAL

Cache Creek

CONNECTOR

ACQUISITION


SW TOWHEE LANE
SW SORA COURT
SW HARKINS ROAD
SW MAYVIEW WAY
SW ROBINWOOD DRIVE
SW FINCH STREET
SW GRISHAM LANE
SW GREENHILL DRIVE
SW WINTERCREST STREET
SW PARROTT DRIVE
SW FAIRCREST DRIVE
SW ROCKROSE LANE
SW NORTH AVENUE
SW KLIPSAN LANE
SW SUNDEW DRIVE
SW SHOTLEDGE WAY
SW VOLCANIC STREET
SW SPRINGVILLE DRIVE
SW ASCENSION DRIVE
SW BARLEY LANE
SW 85TH TERRACE
SW ROSEHILL ROAD
SW 85TH PLACE
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Summer Creek

PROPERTY