Tigard Business Meeting
AGENDA

TIGARD CITY COUNCIL, LOCAL CONTRACT REVIEW BOARD & TOWN CENTER DEVELOPMENT AGENCY
MEETING DATE AND TIME: AUGUST 12, 2025 - 6:30 p.m. Business Meeting
MEETING LOCATION: Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE: In accordance with Oregon House Bill 2560, this will be a hybrid meeting where some Council, staff or public will participate in person and some will participate remotely.

How to comment:

- Written public comment may be submitted electronically at www.tigard-or.gov/Comments by noon the day before the meeting date.
- If attending the meeting in person, please fill out the public comment sign-in sheet at the front of the room and come to the microphone when your name is called.
- If you prefer to call in, please call 503-966-4101 when instructed to be placed in the queue. We ask that you plan on limiting your testimony to two minutes.
- You may comment by video through the Teams app. Go to this link to learn how to participate by video: August 12, 2025 Council Meeting (https://www.tigard-or.gov/Home/Components/Calendar/Event/9927/372).

Upon request, the City will 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 contacting: City Recorder Carol Krager at 503-718-2419 (voice) / carolk@tigard-or.gov or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVESTREAM ONLINE: https://www.tigard-or.gov/boxcast

CABLE VIEWERS: The City Council meeting will be shown live on Channel 21 (1st Tuesdays) and Channel 28 (2nd & 4th Tuesdays) at 6:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday 6:00 p.m. Friday 10:00 p.m. Saturday 7:30 p.m. Sunday 11:30 a.m. Monday 6:00 a.m.

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6:30 PM

1. BUSINESS MEETING

   A. Call to Order

   B. Roll Call

   C. Pledge of Allegiance

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

2. PROCLAMATIONS AND RECOGNITION **6:35 p.m. estimated time**

   A. CITY HALL SELFIE DAY

3. CITY MANAGER REPORT **6:45 p.m. estimated time**

4. PUBLIC COMMENT **6:55 p.m. estimated time**

   A. Public Comment – Written

   B. Public Comment – In Person

C. Public Comment – Phone-In

D. Public Comment – Video

5. CONSENT AGENDA: (Local Contract Review Board and Town Center Development Agency) The Consent Agenda is used for routine items including approval of meeting minutes, contracts or intergovernmental agreements. Information on each item is available on the city's website in the packet for this meeting. These items may be enacted in one motion without separate discussion. Council members may request that an item be removed by motion for discussion and separate action.
7:00 p.m. estimated time

A. LIBRARY ROOF REPLACEMENT PROJECT - INSTALLATION CONTRACTOR

B. RIGHT OF WAY LANDSCAPE MAINTENANCE SERVICES

C. ON-CALL SPECIALTY LEGAL SERVICES CONTRACT AMENDMENT

D. TCDA: AMEND EXPIRATION DATE OF DEVELOPMENT ASSISTANCE AGREEMENT

E. TCDA BOARD CONSIDERATION OF A MINOR AMENDMENT TO THE TIGARD TRIANGLE URBAN RENEWAL PLAN

- *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 has voted on those items which do not need discussion.*

6. LEGISLATIVE SESSION RECAP **7:05 p.m. estimated time**

7. NATIONAL COMMUNITY SURVEY RESULTS **7:35 p.m. estimated time**

8. BRIEFING ON SAFE STREETS FOR ALL (SS4A) ACTION PLAN
8:05 p.m. estimated time

9. NON-AGENDA ITEMS

10. 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.

11. ADJOURNMENT **8:35 p.m. estimated time**

AIS-5924 **2. A.**

Business Meeting

Meeting Date: 08/12/2025

Length (in minutes): 10 Minutes

Agenda Title: City Hall Selfie Day Proclamation

Authored By: Rebecca Hathaway

Presented By: City Manager Stockwell

Item Type: Proclamation

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

City Hall Selfie Day, organized by Engaging Local Government Leaders (ELGL), is an annual event held to celebrate public service and showcase pride in local government institutions. It encourages people to take selfies in front of city halls, libraries, or other local government buildings and share them on social media using the hashtag #CityHallSelfie.

ACTION REQUESTED

City Manager Stockwell has requested that the Mayor issue a proclamation for City Hall Selfie Day.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

This is the first time the City of Tigard has issued this proclamation.

Public Involvement

Members of the public and employees are encouraged to share their selfies using the hashtag #CityHallSelfie.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)

The event aims to foster a sense of community and appreciation for the work done by local governments.

ALTERNATIVES & RECOMMENDATION

N/A

ADDITIONAL RESOURCES

https://elgl.org/cityhallselfie/

Attachments

City Hall Selfie Day Proclamation

Proclamation

City *of* Tigard

CITY HALL SELFIE DAY
AUGUST 12, 2025

WHEREAS, City Hall Selfie Day is a celebration of public service and civic pride, showcasing the vital role of local government in our daily lives; and

WHEREAS, this annual event, now celebrating its 10th anniversary, has engaged public servants and community members since its founding in 2016; and

WHEREAS, City Hall Selfie Day is organized by Engaging Local Government Leaders (ELGL), a professional association committed to supporting and connecting people who work in and with local government; and

WHEREAS, participants are encouraged to take selfies in front of city halls and government buildings to highlight the accessibility and importance of local government; and

WHEREAS, the use of the hashtag #CityHallSelfie and tagging ELGL on social media handles allows communities to connect, inspire civic engagement, and promote transparency and public trust; and

WHEREAS, we encourage all members of our community to participate in this fun and meaningful celebration by taking part in City Hall Selfie Day and showing their appreciation for the work of local public servants.

NOW, THEREFORE, **BE IT RESOLVED** that I, Heidi Lueb, Mayor of the City of Tigard, do hereby proclaim August 12, 2025 as:

CITY HALL SELFIE DAY

in the City of Tigard and encourage all residents, employees, and visitors to join in the celebration.

Dated this 12th day of August, 2025

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Tigard to be affixed.

_____

Heidi Lueb, Mayor
City of Tigard

Attest:

_____

Carol A. Krager, City Recorder

AIS-5863	**5. A.**
Business Meeting	
Meeting Date:	08/12/2025
Length (in minutes):	Consent Item
Agenda Title:	Library Roof Replacement Project - Installation Contractor
Authored By:	Rosie McGown
Presented By:	Assistant City Engineer Brennan
Item Type:	Motion Requested Local Contract Review Board
Public Hearing Newspaper Legal Ad Required?:	No
Public Hearing Publication Date in Newspaper:	

Information

EXPLANATION OF ISSUE

The purpose of this action is to approve the award of a contract to V&R Sheet Metal LLC dba V&R Roofing for the Tigard Library Roof Replacement as the installation contractor.

ACTION REQUESTED

It is recommended that the Tigard City Council, also serving as the Local Contract Review Board (LCRB), award a contract to V&R Sheet Metal LLC dba V&R Roofing for Tigard Library Roof Replacement in the amount of $738,186.00 and direct the City Manager to take the steps necessary to execute the contract.

BACKGROUND INFORMATION

Project Overview:

The 2016 Facilities Condition Assessment identified the life span of the Thermoplastic Polyolefin (TPO) membrane roofing of the library to be 20 years. The roof was forecast to be replaced in 2020, but preventive maintenance measures have extended this forecast to Fiscal Year 2025-26. The TPO roof surface is a membrane-type surface and is prone to failure once the surface reaches the end of its service life. Any leaks could have catastrophic consequences to the contents of the building and building structure.

A previous contract was approved by the LCRB to purchase approximately 90% of the roofing materials through an OMNIA agreement by July 1, 2025, to avoid a significant price increase. This contract is for the installation of the materials with construction expected to commence in late August and be substantially completed by the first week in October.

Project Timeline:

With the approval of this contract, the library's roof replacement project is expected to commence in late August and be substantially complete by the first week in October. The roof replacement work will occur simultaneously with the Library's HVAC upgrade project, which is expected to be completed by the end of the year. The roofing contractor will likely need to complete their work following final

installation of the upgraded HVAC equipment due to roof modifications needed to facilitate the upgraded HVAC equipment installation.

Strategic Vision:
This project helps facilitate the Library's strategic plan by providing a library building that is an accessible and vibrant space, by maintaining the aging building to prevent damage to the building's structure and the library media within, thereby facilitating a comfortable and "leak-free" community-engaging environment within the Library.

Procurement Process:
The City issued an Invitation to Bid (ITB) for the project on July 2, 2025, with notice published in the Daily Journal of Commerce. The Engineer's estimate for the project was $1,052,500. Upon closing on July 17, 2025 at 2:00 pm, the City received five (5) bids from the following firms, with amount of bid:

- V&R Sheet Metal LLC dba V&R Roofing - $738,186.00
- ABC Roofing, a Tecta America Co LLC - $928,242.00
- Fisher Construction Group Inc. - $966,400.00
- McDonald & Wetle - $1,009,715.00
- Griffith Roofing Co LLC - $1,259,566.00

The project team, including central contracting, has confirmed the company is authorized by the manufacturer to install the City pre-purchased roofing material to maintain warranty, completed responsibility determination reviews in accordance with ORS 279C.375, reviewed the bids for errors, and, after these reviews, determined that V&R Sheet Metal LLC dba V&R Roofing has submitted the lowest responsible bid. V&R Sheet Metal LLC dba V&R Roofing has no State of Oregon Construction Board violations and is not on the Bureau of Labor and Industries ineligible list. Accordingly, it is recommended that the City award the Tigard Library Roof Replacement contract to V&R Sheet Metal LLC dba V&R Roofing in the amount of $738,186.00.

ALTERNATIVES & RECOMMENDATION

The Tigard City Council, also serving as the Local Contract Review Board, may reject this contract award recommendation and direct staff to rescope and resolicit for the work.

ADDITIONAL RESOURCES

FY26 Proposed Capital Improvement Plan - Facilities Projects (project 91026 on page 2)
City's ITB Page
June 10, 2025 - LCRB Approval of purchase of Library Roof Replacement Materials

Fiscal Impact

Cost: $738,186

Budgeted (yes or no): Yes

Where budgeted?: CIP 91026 - Construction

Additional Fiscal Notes:

This installation contract, along with the previously approved purchase of the materials, are within the approved construction budget for the project. The contract is anticipated to be completed entirely within FY26. The project is funded by the General Fund and Facilities Internal Service Fund.

Attachments

No file(s) attached.

AIS-5892	**5. B.**
Business Meeting	
Meeting Date:	08/12/2025
Length (in minutes):	Consent Item
Agenda Title:	Right of Way Landscape Maintenance Services
Authored By:	Rosie McGown
Presented By:	Public Works Business Manager Barrett
Item Type:	Motion Requested Local Contract Review Board
Public Hearing Newspaper Legal Ad Required?:	No
Public Hearing Publication Date in Newspaper:	

Information

EXPLANATION OF ISSUE

The purpose of this action is to approve the award of a contract to VYM LLC dba GT Landscape Solutions for Right of Way Landscape Maintenance Services.

ACTION REQUESTED

It is recommended that the Tigard City Council, also serving as the Local Contract Review Board, award a contract to VYM LLC dba GT Landscape Solutions for Right of Way Landscape Maintenance Services in the amount of $570,000 and direct the City Manager to take the steps necessary to execute the contract.

BACKGROUND INFORMATION

Project Overview:

The City's Street Maintenance division is, among many other duties, responsible for right-of-way maintenance at various locations throughout the city, including along Pacific Highway. This is done on collector and arterial streets that staff have identified as benefiting from the work. This work is also detailed in Tigard Municipal Code (TMC)15.20.020 (Street Maintenance Fee - Definitions).

Work under this contract will include maintenance of planting strips, medians, and areas between sidewalks and property lines in an effort to prevent uncontrolled growth of weeds and other undesirable vegetation. Planter beds will be groomed a minimum of four times per year (more frequently in high traffic areas) to ensure they promote a safe, attractive, and fresh appearance. Mowing and edging of certain areas may also fall under this contract along with litter clean up in all areas.

The program also provides environmental weed and pest control monitoring. Fertilization of turf and trees in various areas is also included. The contract will also contain special provisions to ensure any work performed in Water Quality Facilities with an identified Right-of-Way is done so safely, with no use of any fertilizer or chemicals, and that all weed control is hand pulled.

Funding for this work is out of the Street Maintenance divisional budget by way of a transfer to the Gas Tax Fund from the Street Maintenance Fund. This is included in the approved FY26 budget.

Project Timeline:
This work is done on an annual basis with work throughout the year but heavy from Spring through early Fall. Work will begin upon execution of the contract. The contract is for one year with the option for up to 4 additional one-year periods.

Strategic Vision:
This work serves to enhance the walkable, healthy, and accessible experience for all of Tigard's community by ensuring our identified rights-of-way under this contract are safe for both traffic and pedestrians alike. As this program ensures that vegetative growth in these areas is to a safe level, visibility for drivers, bicyclist, and pedestrians is greatly improved.

Procurement Process:
The City issued a Request for Proposals (RFP) for the work on January 15, 2025, with notice published in the Daily Journal of Commerce. Upon closing, the City received two (2) proposals from the following firms, with a proposal score out of a possible 300 points:

- Cascadian Landscapers, Inc - 285
- GT Landscape Solutions - 279

A selection committee of three teammates from Public Works scored the proposals based on the following criteria, as outlined in the RFP:

- Firm Qualifications & Project Team - 35%
- Project Understanding & Approach - 25%
- Project Management - 20%
- Cost Proposal - 20%

Cascadian Landscapers, Inc. received the highest score and was awarded a contract by the LCRB on April 1, 2025. The City worked with Cascadian Landscapes through July 2025 but determined it was in the best interest of the city to terminate the contract for convenience. The proposal received by GT Landscape Solutions was also highly scored and the City is confident they will be able to provide the services required under the agreement.

The City and GT Landscape Solutions have reached an agreed upon final scope and price. The final negotiated contract total for the first year is $103,360.92, with options for up to four (4) annual renewals with a price escalator tied to the Consumer Price Index. The total contact is estimated not to exceed $570,000 over a possible five-year period.

ALTERNATIVES & RECOMMENDATION

The Local Contract Review Board may reject this contract award recommendation and direct staff to resolicit the work.

ADDITIONAL RESOURCES

RFP 2025-14 Right of Way Maintenance
April 1, 2025 LCRB Prior Consideration

Fiscal Impact

Cost: $570,000

Budgeted (yes or no): Yes

Where budgeted?: Gas Tax – Street Maintenance Division

Additional Fiscal Notes:

This work is budgeted in the Street Maintenance Division. Appropriate funds are contained in the FY26 budget. Funding comes via a transfer from the Street Maintenance Fund.
Year 1 of the agreement is $103,360.92 with an option for an annual escalator tied to the Consumer Price Index – West. The contract is estimated not to exceed $570,000 over a possible 5-year period.

Attachments

No file(s) attached.

AIS-5925	**5. C.**
Business Meeting	
Meeting Date:	08/12/2025
Length (in minutes):	Consent Item
Agenda Title:	On-Call Specialty Legal Services Contract Amendment
Authored By:	Rosie McGown
Presented By:	City Attorney Rihala
Item Type:	Motion Requested Local Contract Review Board
Public Hearing Newspaper Legal Ad Required?:	No
Public Hearing Publication Date in Newspaper:	

Information

EXPLANATION OF ISSUE

The purpose of this action is to approve an amendment to the On-Call Specialty Legal Services contract.

ACTION REQUESTED

It is recommended that the Tigard City Council, also serving as the Local Contract Review Board, award an amendment to the On-Call Specialty Legal Services contract with Cable Huston LLP in the amount of $100,000 and direct the City Manager to take the steps necessary to execute the amendment.

BACKGROUND INFORMATION

Contract Overview:

Cable Huston provides legal services to the City such as real estate, condemnation and litigation, employment, and other specialty services as requested by the City Attorney. The services needed are generally not ongoing, but rather, are in response to specific projects or cases that may arise, such as a litigation matter.

Procurement Process:

In accordance with ORS 279A.025 and Tigard's Public Contracting Rules certain categories of public contracts are category exempt from a competitive bidding or proposal process. PCR 10.062 exempts legal services, with approval by the City Attorney. Under this rule, the City Attorney approved a one year contract for $50,000 with Cable Huston for On-Call Specialty Legal services in September 2020. While competitive solicitation is not required, Tigard's Public Contracting Rule 10.075(C) requires LCRB approval when aggregate amendments to a contract exceed twenty-five (25) percent of the original contract amount and when the amended contract amount exceeds $150,000 if the board finds it to be in the public interest to do so.

- Amendment 1: The contract was extended through June 30, 2022. An additional $25,000 was added to cover the additional year.

- Amendment 2: The contract was extended through June 30, 2024. An additional $50,000 was added to cover the additional two years.
- Amendment 3: Extended the term of the contract to June 30, 2026.
- Amendment 4: Current amendment to be approved by LRCB in accordance with Tigard's Public Contracting Rule 10.075(C). $100,000 is being requested for additional flexibility to allow the City to be responsive to urgent needs. The Contractor only charges for actual services incurred.

ALTERNATIVES & RECOMMENDATION

The Tigard City Council, also serving as the Local Contract Review Board, may reject this contract amendment award recommendation.

ADDITIONAL RESOURCES

N/A

Fiscal Impact

Cost: $100,000

Budgeted (yes or no): Yes

Where budgeted?: Various

Additional Fiscal Notes:

Expenses associated with this contract are typically paid for out of the City Attorney's budget for legal fees. However, expenses may be paid for by individual departments depending on the specific needs as they arise.

Attachments

No file(s) attached.

AIS-5916 **5. D.**

Business Meeting

Meeting Date: 08/12/2025

Length (in minutes): Consent Item

Agenda Title: TCDA: Amend Expiration Date of Development Assistance Agreement

Authored By: Sean Farrelly

Presented By: Redevelopment Manager Farrelly

Item Type: Motion Requested
Resolution
Town Center Development Agency

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

Staff are asking the Board of the Town Center Development Agency to approve an amendment to the Development Assistance Agreement with AVA Tigard Development. The amendment would extend the expiration date of the agreement from December 31, 2024, to September 15, 2025. This would allow time for AVA Tigard Development to make final payment of $72,416 towards Systems Development Charges; the remainder of the previously approved $300,000 in development assistance.

ACTION REQUESTED

Staff recommends approval of the resolution authorizing the new expiration date.

BACKGROUND INFORMATION

On May 23, 2023, the Board of the TCDA approved $300,000 in development assistance to AVA Tigard Development to address unanticipated site conditions (TCDA Resolution 23-03). Since then, AVA Tigard Development has worked to complete the building, finishing 22 upper-level apartments in summer 2024 and completing first floor commercial improvements in July 2025. In 2023-2024, AVA Tigard Development drew down $227,584 of assistance for sewer and water Systems Development Charges (SDC's) and fees. AVA Tigard Development deferred the balance of SDC's until the building received a final Certificate of Occupancy. On July 22, 2025, AVA Tigard Development paid $180,083 for SDC's and requested to use the remaining $72,416 in development assistance to pay the balance.

Section 2.3 of the assistance agreement set an expiration date of December 31, 2024, which could be extended by the parties. In order to utilize the remaining assistance to pay for SDC's, the agreement is proposed to be extended until September 15, 2025.

ALTERNATIVES & RECOMMENDATION

Failure to authorize the extension would prevent the TCDA from making the remaining payment.

ADDITIONAL RESOURCES

N/A

Fiscal Impact

Cost:	$72,416
Budgeted (yes or no):	Yes
Where Budgeted (department/program):	TCDA/City Center

Additional Fiscal Notes:

The FY26 TCDA Budget includes $100,000 in development assistance in the City Center fund.

Attachments

TCDA Resolution -AVA Tigard

Exhibit A: Agreement Amendment

CITY OF TIGARD, OREGON
TOWN CENTER DEVELOPMENT AGENCY RESOLUTION NO. 25-

A RESOLUTION AMENDING THE EXPIRATION DATE OF THE DEVELOPMENT ASSISTANCE AGREEMENT WITH AVA TIGARD DEVELOPMENT, LLC.

WHEREAS, the Tigard Town Center Development Agency approved a development assistance agreement with AVA Tigard Development, LLC on May 23, 2023 with Resolution 23-03*;* and

WHEREAS, the agreement authorized $300,000 in development assistance to AVA Tigard Development to address unanticipated site conditions; and

WHEREAS, in 2023-2024, AVA utilized $227,584 of the funding to pay for System Development Charges for the project and wishes to use the remaining $72,416 to pay for additional System Development Charges for the completed project*;* and

WHEREAS, the development agreement has an expiration date of December 31, 2024, with the option for the parties to extend the expiration date.

NOW, THEREFORE, BE IT RESOLVED, by the Tigard Town Center Development Agency that:

SECTION 1: The development agreement is amended to extend the expiration date from December 31, 2024, to September 15, 2025, as shown in Exhibit A.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____, 2025.

_____
Chair – City of Tigard
Town Center Development Agency

ATTEST:

_____
Recorder – City of Tigard
Town Center Development Agency

EXHIBIT A

AMENDMENT TO DEVELOPMENT ASSISTANCE AGREEMENT

This Amendment to Development Assistance Agreement ("Amendment") is made this _____ day of August, 2025 ("Effective Date") by and between the **Town Center Development Agency,** an ORS Chapter 457 urban renewal agency ("TCDA") and **AVA Tigard Development, LLC**, an Oregon limited liability company ("AVA"). TCDA and AVA may be referred to in this Agreement jointly as the "Parties" and individually as a "Party."

RECITALS

A. AVA and TCDA entered into a Development Assistance Agreement for development of the real property located at 12539-12547 SW Main Street, Tigard, Oregon (the "Property").

B. Development of the Property took longer than expected and the parties now wish to amend the Development Assistance Agreement to extend the term to allow for completion and final payment.

AGREEMENT

1. Section 2.3 of the Development Assistance Agreement is hereby amended to expire on September 15, 2025, after which time TCDA has no financial obligation to AVA unless the Parties extend the term of this Agreement in writing.

2. Except as expressly provided in this Amendment, the terms and conditions of the Development Assistance Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the day and year set forth above.

TOWN CENTER DEVELOPMENT AGENCY,
an ORS 457 Urban Renewal Agency,

By: M. Brent Stockwell, Executive Director of the Town Center Development Agency of the City of Tigard

Signed: _____

AVA TIGARD DEVELOPMENT, LLC,
an Oregon limited liability company

By: _____
Name: Amireh Saberiyan
Title: Manager

AIS-5917 **5. E.**

Business Meeting

Meeting Date: 08/12/2025

Length (in minutes): Consent Item

Agenda Title: TCDA Board Consideration of a Minor Amendment to the Tigard Triangle Urban Renewal Plan

Authored By: Sean Farrelly

Presented By: Redevelopment Manager Farrelly

Item Type: Resolution
Town Center Development Agency

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

The Board of the Town Center Development Agency will consider a Minor Amendment to the Tigard Triangle Urban Renewal Plan, identifying three parcels (the 72nd Ave Redevelopment Site) to be acquired by the Agency.

ACTION REQUESTED

The Board is being asked to approve a minor amendment to the Tigard Triangle Urban Renewal Plan.

BACKGROUND INFORMATION

On May 27, 2025, the Town Center Development Agency (TCDA) authorized the acquisition of three parcels from a willing seller in the Tigard Triangle Urban Renewal District. The three parcels: 1S136DC-00500, 1S136DB-02503, and 1S136DC-00502, were previously home to Tigard Regal Cinemas and are collectively known as the 72nd Ave Redevelopment Site. The site will be redeveloped into a public park with new street connections, and additional development to be determined in the next few months.

Section VI of the Tigard Triangle Urban Renewal Plan ("the Plan") authorizes the Agency to acquire property within the Tigard Triangle Urban Renewal Area for public improvements and to facilitate private redevelopment. Properties for acquisition will be identified through a minor amendment to the plan. Section IX of the plan specifies that minor amendments require approval of the TCDA by resolution.

If approved, this would be the second amendment to the Tigard Triangle Urban Renewal Plan.

ALTERNATIVES & RECOMMENDATION

N/A

ADDITIONAL RESOURCES

N/A

Fiscal Impact

Cost:	$12,000,000
Budgeted (yes or no):	Yes
Where Budgeted (department/program):	TCDA, CIP

Additional Fiscal Notes:

The Q1 amendment to the FY25-26 TCDA Budget included sufficient funds to acquire the property.

Attachments

TCDA Resolution

Exhibit A: Minor Amendment

Map

CITY OF TIGARD, OREGON
TOWN CENTER DEVELOPMENT AGENCY
RESOLUTION NO. 25-

A RESOLUTION AMENDING THE TIGARD TRIANGLE URBAN RENEWAL PLAN BY ADDING THE ACQUISITION OF THREE PARCELS IN THE TIGARD TRIANGLE (TAXLOT IDS 1S136DC-00500, 1S136DB-02503, and 1S136DC-00502)

WHEREAS, Section VI. B of the Tigard Triangle Urban Renewal Plan authorizes the acquisition of property from willing sellers within the Tigard Triangle Urban Renewal Area*;* and

WHEREAS, on May 27, 2025, the Town Center Development Agency authorized the initiation of the acquisition of three parcels 1S136DC-00500, 1S136DB-02503, and 1S136DC-00502 (collectively the 72nd Ave Redevelopment Site) within the Tigard Triangle Urban Renewal Area; and

WHEREAS, Section VI of the Tigard Triangle Urban Renewal Plan requires a Minor Amendment to the Plan to identify the specific properties for acquisition*;* and

WHEREAS, Section IX of Tigard Triangle Urban Renewal Plan states that Minor Amendments require approval of the Town Center Development Agency by resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Tigard Town Center Development Agency that:

SECTION 1: Tigard Triangle Urban Renewal Plan is hereby amended with the language shown in Exhibit A.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____, 2025.

_____
Chair – City of Tigard
Town Center Development Agency

ATTEST:

_____
Recorder – City of Tigard
Town Center Development Agency

EXHIBIT A

Proposed new text is shown in double- underline

Section VI. Property Acquisition & Disposition

A. Property acquisition for public improvements
The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition from willing sellers
The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

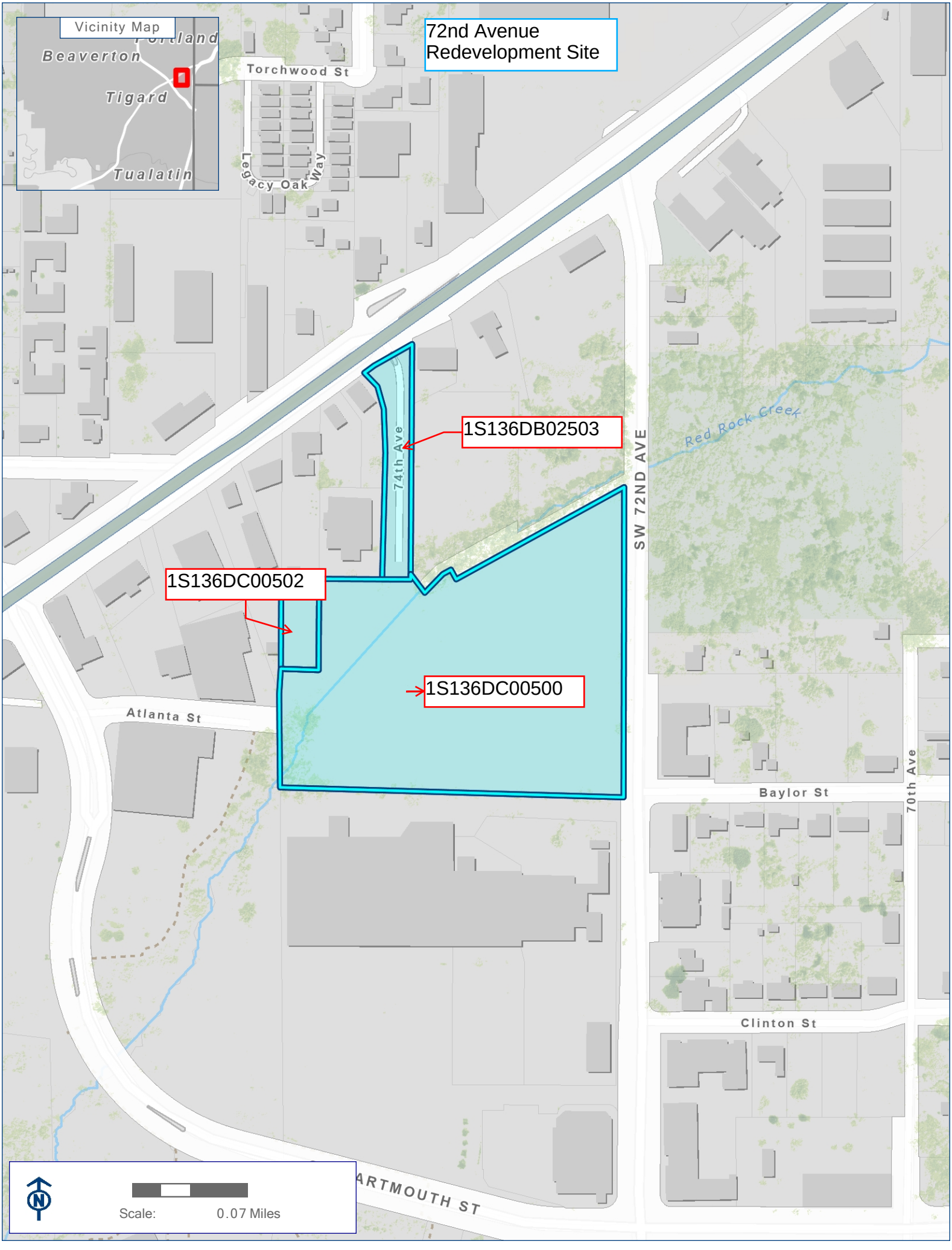
Property for Acquisition

1. 72nd Ave Redevelopment Site: Taxlot IDS 1S136DC-00500, 1S136DB-02503, and 1S136DC-00502

C. Land disposition
The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.


Vicinity Map
Portland
Beaverton
Tigard
Tualatin
72nd Avenue
Redevelopment Site
Torchwood St
Legacy Oak Way
74th Ave
1S136DB02503
SW 72ND AVE
Red Rock Creek
1S136DC00502
1S136DC00500
Atlanta St
Baylor St
70th Ave
Clinton St
ARTMOUTH ST
Scale:
0.07 Miles

AIS-5888 **6.**

Business Meeting

Meeting Date: 08/12/2025

Length (in minutes): 30 Minutes

Agenda Title: Legislative Session Recap

Authored By: Emily Tritsch

Presented By: Senator Neron Misslin, Representative Bowman, Representative Rieke-Smith

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

The 83rd Oregon Legislative Assembly convened for the 2025 Legislative Session on Tuesday, January 21, and adjourned sine die on Friday, June 27. A record number of bills (over 3,400) were introduced this session. Ultimately, the legislature passed 640 bills. Our state leaders, Senator Neron Misslin, Representative Bowman, and Representative Rieke-Smith, will share an overview of the Session and highlight some of the bills that made it through Session and those that did not, including HB 2025 (the Transportation Package). This overview will focus on policy relevant to Tigard, including those related to Housing, Homelessness and Shelter Response, Infrastructure and Utilities, Transportation, and Safety.

ACTION REQUESTED

Council is asked to receive this presentation and ask any questions on the 2025 Legislative Session.

BACKGROUND INFORMATION

City Council affirmed its 2025 State Agenda in January 2025. This document is attached for reference.

ALTERNATIVES & RECOMMENDATION

N/A

ADDITIONAL RESOURCES

N/A

Attachments

2024 State Legislative Agenda

Supplemental - Agenda Item 6 - Presentation

2025 Tigard, Oregon State Legislative Agenda

Top Priorities

Fully Funded Jurisdictional Transfer of Hall Boulevard.

The City of Tigard advocates for full funding of the State of Good Repair and identified Betterments for Hall Boulevard, where it runs through Tigard; total funding requested for the transfer and improvements to Hall Boulevard in Tigard is $50 million. The state's Jurisdictional Transfer Advisory Committee supports this application. Together with the Oregon Department of Transportation (ODOT), the City of Tigard looks forward to delivering on the community's vision for this important corridor, demonstrating success in agency collaboration, community engagement, fiscal stewardship, and infrastructure management.

Protect Affordable Housing.

Recognizing the increasing number of affordability covenants set to expire over the next several years and the impact that the loss of these affordable units will have on our state's most vulnerable renters, the City of Tigard requests stronger regulations and robust financial incentives to encourage protection of affordable properties.

Transportation

The City of Tigard is led by its strategic vision: *to create an equitable community that is walkable, healthy, and accessible for everyone*. With this vision in mind, the City of Tigard supports transportation policy and investments that improve the safety, accessibility, and reliability of transportation systems, reduce greenhouse gas emissions, and improve social equity. Specific transportation priorities are:

- **Expand Transit Service.**
  In support of statewide goals related to climate, equity, and accessibility, the City of Tigard advocates for investment in transit services and the expansion of service areas to better serve community, particularly the most vulnerable.
- **Greenhouse Gas Emission State Reduction Targets.**
  Advance efforts to reduce and regulate emissions to meet the state's carbon reduction goals, including support for Equitable Oregon Electric Vehicle Rebate incentives and the related Charge Ahead incentives and Climate Protection Program.
- **ODOT Project Delivery.**
  Increase funding for ODOT project delivery capacity and prioritization of active transportation infrastructure to avoid costly delays to local agencies.
- **Transportation Funding.**
  The City supports maintaining the current transportation funding split between state, county, and cities. Additionally, the City is supportive of diversifying revenues to sustain transportation projects as the gas tax revenue continues to decline.

Our Community Promise -- the "5 E's" of Equity, Environment, Economy, Engagement, and Excellence -- is the lens through which we approach all initiatives and guide the work we do.

2025 Tigard, Oregon State Legislative Agenda Items

Housing Services

Tigard supports increased funding and legislation for stable, climate-friendly housing, land use, and support services. The City also advocates for state requirements to include funding for cities to implement those requirements.

- **Houselessness Services.**
  Tigard supports funding efforts to respond to immediate health and wellness services for houseless community members. The City supports clarity on the definition of how "reasonableness" will support consistency in how Time, Place, Manner is implemented between cities.

- **Tenant Assistance.**
  Rent assistance programs should be expanded to ensure that Oregonians remain housed and the state's housing crisis does not grow worse. The state should establish a legal aid fund to ensure landlord adherence to tenant protection laws.

- **Affordable Housing Reform.**
  Tigard supports the provision of state funds to backfill local system development charge exemptions for the development of affordable housing.

Public Safety

- **Behavioral Health Deflection Programs.**
  Tigard supports HB 4002 and adequately funding implementation of community-based pathway to treatment, housing, and other services for individuals possessing or using controlled substances.

This agenda highlights key city priorities and is one tool to support and advocate for important initiatives. In coordination with our partners, Tigard will pursue additional opportunities that align with our values as they arise.

Representing Tigard - City Council


Heidi Lueb
Mayor


Maureen Wolf
Council President


Faraz Ghoddusi
Councilor


Yi-Kang Hu
Councilor


Heather Robbins
Councilor


Jake Schlack
Councilor


Jeanette Shaw
Councilor


Asher Hellhake
Youth Councilor

councilmail@tigard-or.gov | 503-718-2482

CITY OF Tigard
13125 SW Hall Boulevard, Tigard, Oregon 97223
503.639.4171 | www.tigard-or.gov

83rd Legislative Session Review

August 12, 2025

Senator Neron Misslin

Senate District 13

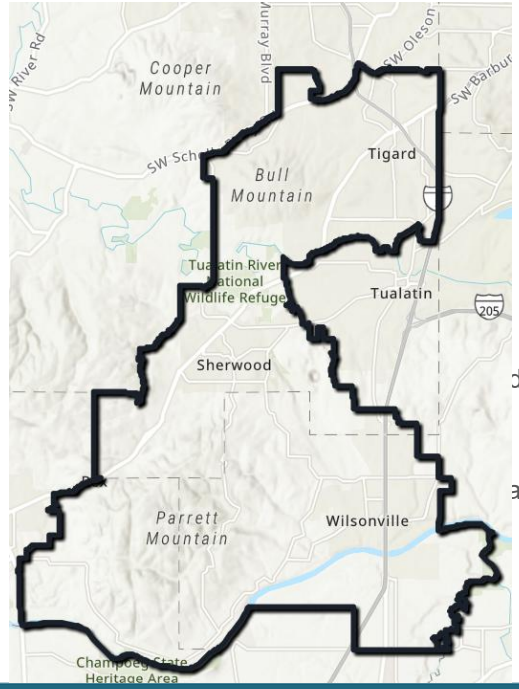
Representative Bowman

House District 25

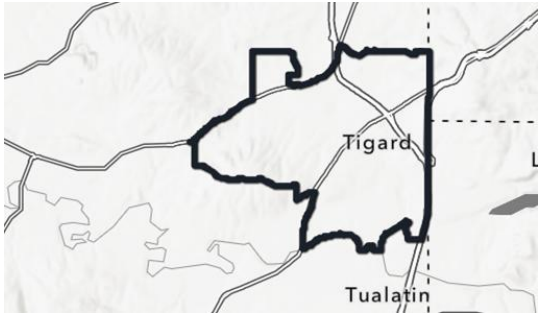
Representative Rieke Smith

House District 26

Senator Neron Misslin

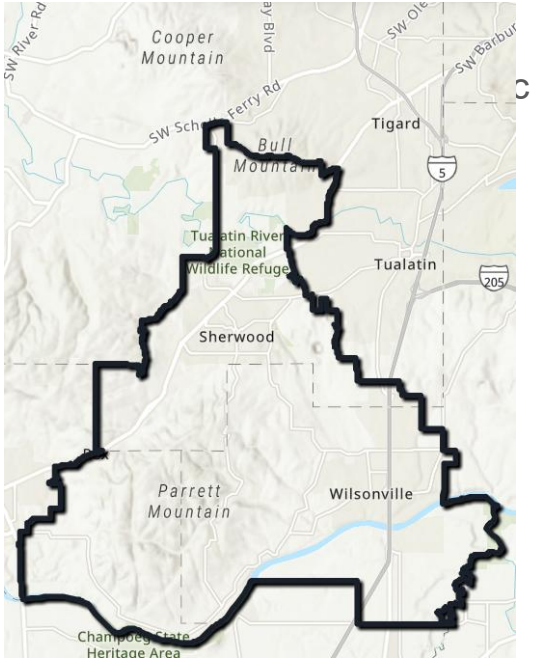


Majority Leader Representative Bowman





Representative Rieke Smith





In Loving Memory Of Sen. Aaron Woods

Public Memorial

Wednesday, Aug. 13, 10 am, Town Center Park

29600 SW Park Place

The City of Wilsonville is honored to host a public memorial and bench dedication to commemorate the life and legacy of a long-time Wilsonville resident, business leader, U.S. serviceman, and public servant.. Refreshments to follow.

Overflow parking is available at City Hall (29799 SW Town Center Loop E) and Wilsonville Library (8200 SW Wilsonville Road) with a free shuttle provided to the event.



2025 District Transportation Focus

- **Priorities**
  - Protecting 50/30/20 distribution
  - Safe Routes to School
  - Great Streets Program
  - Hall Boulevard Jurisdictional Transfer
  - Transit
  - WES to Salem
  - Fair distribution of STIF





Governor Calling for Special Session: Aug 29/Sept 1

- **HB2025 (failed to earn enough support)**
  - Roadshow themes: Greenhouse Gas Emissions, Jobs, Multimodal, Transit, Equity, Safety
  - Deliver on Operations and Maintenance, Finishing Projects
  - Create a strong funding framework to counter declining Gas Tax Revenue

- **Governor Called Special session to address imminent budget shortfalls**
  - Prevent ODOT layoffs and preserve critical services (transit, incident response)
  - Protect 50/30/20 and remove certain statutory references to tolling on the Boone Bridge
  - Accountability for ODOT
  - Revenue solutions:
    - Gas Tax +6 cents
    - Registration Fees $42 base, +$30 for EVs and +40 MPG
    - Title Fees +$139
    - Additional 0.1% in payroll tax to STIF



Housing and Homelessness



- **Established Statewide Shelter Program (HB 3644)**
  - Regional coordination of funds
- **Pre-development Loans (HB 2964):**
  - OHCS loans/grants for new affordable housing infrastructure
- **Capped Rent increases on land in Manufactured Home Communities at 6% (HB 3054)**
  - Prohibits unfair management practices and interior inspections as a condition of sale
- **Housing Infrastructure Funding (HB 3031):**
  - Financial Assistance (Low-interest loans/grants) for affordable housing infrastructure
- **Middle Housing Expansion (HB 2138):**
  - Expands allowable middle housing and includes urban unincorporated lands.
- **“Shot clock” for reviewing land use applications for housing (SB 974)**
  - Puts 120-day timeline on review of final engineering plans for residential development

Healthcare

- **Corporate Practice of Medicine (SB 951)**
  - Curbing private equity ownership prevents non-medical executives from overriding the judgement of physicians
- **Strengthened the Oregon Health Plan (HB 2010):**
  - Federal government impacts on healthcare
  - Funding for our Medicaid program: Oregon Health Plan
  - OHP serves 1,400,000 people (⅓ of Oregonians, ½ of Oregon's children)
  - These dollars stabilize hospitals, save lives, and support long term care facilities
- **International Licensure Pathways for Physicians (SB 476)**
- **Menopause Healthcare Insurance (HB 3064)**
- **Healthcare Workplace Violence Prevention (SB 537)**

Behavioral Health

- **Redefine Civil Commitment Standards (HB 2005)**
- **Behavioral Health Workforce Grants (HB 2024)** $6 million for provider recruitment and retention
- **Community Based Treatment (HB 3069)** Funding and reforms for essential grants
- **Youth Substance Use Prevention Program (HB 3321)**
- **Addressing Fentanyl Crisis (SB 236)** Stronger penalties for dealing fentanyl, expanded services
- **Non-opioid directive (HB 3211)** a nonopioid directive form will be available to the public
- **Opioid Alternative Options (SB 598)** non-opioid prescription drug coverage by insurance as an appropriate alternative for any opioid prescription drug

Safety, Justice, Compassion

- **Police and Public Works Facility - City of Tigard Emergency Operations**
  - **$3 million secured** for planning and design of new resiliency infrastructure: a Police and Public Works Facility that will serve as the Emergency Operations Center.
  - Focus on cross laminated timber and on-site battery storage
  - State dollars will prepare for and complement future local investment
- **Washington County Courthouse Replacement Project**
  - **$1.25 million secured** for planning and design of the future Courthouse
  - Current courthouse is not ADA compliant and too small, limiting timely justice
- **Just Compassion Shelter**
  - Past investments included State-directed dollars
  - New beds opened this year in the expanded Resource Center



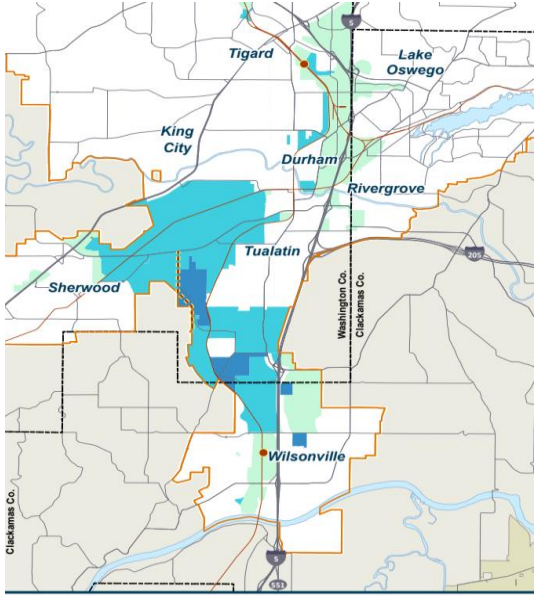
Community Safety

- **Firearm Safety (SB 243)**
  - Allows local governments to adopt policies banning firearms on their premises
  - Bans rapid-fire devices
  - Sets March 2026 implementation date for M114, passed by voters
- **Wildfire Funding and Policy (SB 85)**
  - Studying effective community-based wildfire risk mitigation to increase insurance affordability
  - Repealed Wildfire maps & partially funded wildfire response
- **Child Data Privacy (HB 2008):**
  - Data for Oregonians younger than 16 cannot be sold
  - A child cannot be targeted for advertising, or consumer profiling
  - precise location of child cannot be identified

Early Childhood / Childcare

- **Expanded Allowable Preschool Locations (SB 1099)**
  - Requires cities to allow preschool on lands where worship is allowed
- **Expanded allowable locations for Child Care Facility (HB 3560)**
  - cities will need to update local plans and land use regulations with the new zoning requirements by January 2027
- **Perinatal Services (SB 692) “Momnibus”**
  - OHA will support community-based perinatal services and requires insurers cover for medicaid
- **Preventing Eviction of babies (SB 690)**
  - Delays eviction for tenants with a baby if already approved for rent assistance

Local Economy



- **Baseball, Festivals, Markets, The Arts**
- **Restored Recreational Immunity (SB 179)**
- **Industrial Site Readiness Loan Fund (HB 2411)**
  - $10 million helps unlock land for industrial development
  - Stimulates strategic, long term growth and family-wage jobs
- **Energy Affordability: We addressed the rising cost of Utilities**
  - Fair Energy Act (HB 3179): Requires that utilities provide an economic impact assessment on residential ratepayers before seeking any rate increase
  - The POWER Act (HB 3546): Prevents residential customers from subsidizing data centers
  - Performance-Based Regulation (SB 688): Add specific efficiency goals and GHG metrics.

2025 Session Summary in Numbers

- **Convened** January 21 - June 27
- **Measures**
  - 1,267 Senate Bills
  - 2,037 House Bills
  - 76 Concurrent Resolutions
  - 56 Joint Resolutions
  - 24 Joint Memorials
  - 6 Resolutions
  - 1,915 Proposed amendments
  - **640 bills sent to Governor for signature**
    - 97.3% earned bipartisan support

- Committees
  - Each measure is sent to one or more committees
  - 1,483 Committee Meetings
  - 2,377 Public Hearings
  - 2,295 Work Sessions (votes)

- Public Engagement
  - 17,678 Sign-Ups to testify in public hearings
  - **101,899 Pieces of written testimony submitted**

Legislative Summary Reports

Behavioral Health

Business and Consumer Protection

Civil Law

Courts

Criminal Justice

Early Childhood

Education

Emergency Preparedness

Energy and Environment

Health Care

Housing, Development, and Homelessness

Human Services

Labor and Employment

Natural Resources

Transportation and Infrastructure

Veterans

Closing Remarks & Questions

- **Joint Town Hall on Saturday, August 23rd**
  - Tigard Public Library @ 10am
- **Senator Neron Misslin**
  - 503-986-1713
  - Sen.CourtneyNeronMisslin@oregonlegislature.gov
- **Representative Bowman**
  - 503-819-0121
  - Rep.BenBowman@oregonlegislature.gov
- **Representative Rieke Smith**
  - 503-930-5778
  - Rep.SueRiekeSmith@oregonlegislature.gov



AIS-5876 **7.**

Business Meeting

Meeting Date: 08/12/2025

Length (in minutes): 30 Minutes

Agenda Title: National Community Survey Results

Authored By: Alexandra Richardson

Presented By: Management Analyst Richardson

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

The Council is asked to receive a report on the 2025 National Community Survey (NCS) results. Developed by the National Research Center and Polco, the National Community Survey is about the "livability" of Tigard. In Polco's words, a livable community is a place that is not simply habitable, but that is desirable.

The survey categorizes livability into ten facets: Safety, Mobility, Community Design, Inclusivity and Engagement, Health and Wellness, Economy, Utilities, Parks and Recreation, Natural Environment, and Education, Arts, and Culture. Questions cover resident perception of the quality and priority level of the city's many services, as well as an optional demographic question section. This survey is conducted in over 500 communities across the U.S. which allows for Tigard to compare our results to national benchmarks.

ACTION REQUESTED

Receive report and provide input on the 2025 National Community Survey results.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

Polco conducted the last community survey for the city in 2023, and results were presented to Council on September 19, 2023. The National Community Survey (NCS) is intended to be biennial, with the next survey occurring in 2027.

Public Involvement

3,000 households in Tigard were randomly selected to participate in the community survey. Beginning May 1, 2025, these 3,000 households received a postcard with a QR code and link to the online version of the survey along with an invitation from Mayor Lueb. Several weeks later, the same households received a follow-up letter with a paper survey enclosed and the online link, so the resident could choose their preferred response method. Both the postcard and letter were bilingual English/Spanish. The survey itself was only available in English, but the online version could be completed in the resident's language of choice using their in-browser translator. About 4% of the mailings were returned due to invalid addresses.

Of the 2,875 remaining households that received invitations to participate, 374 households completed the survey, providing an overall response rate of 13%. This response rate is in line with other communities that complete the NCS.

In the final 2 weeks of the 6-week survey window, on May 27th an "open participation" link became available for any community member who was not randomly selected to participate. This link was published on the city's social media accounts, shared in city newsletters, and available on bilingual flyers in the Tigard Public Library, City Hall, Farmers Markets, and other city events. This flyer was also inserted into 6,200 utility bills in early-June. Due to timing, this insert was only in English.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
Survey results were weighted so that the demographic profile of respondents was representative of the demographic profile of adults in Tigard. Analysis of the results can be used to understand the community's priorities and perceptions of core services, especially when viewed through the lenses of current Council Goals and the Community Promise. Additionally, the City opted for custom questions to gauge the community's perception of how the City listens to and represents diverse communities, and of the upcoming Police Department/Public Works facility project.

The full report will be available to the public on the City website after the presentation to Council. Key findings and results will be summarized in a fact sheet and distributed through the city's newsletter, social media, and other methods. The Tigard team will continue to analyze the results with various departments and groups to celebrate successes and determine how to address areas for service improvement.

As the City continues to survey residents on NCS' biennial schedule, comparative data captured over time will reveal deepening opportunities for the Tigard team to understand how the City's policies, programs, community engagement efforts, and public information affect residents' opinions of the city in which they live.

Polco provided the following key findings from the survey data:

- The majority of residents (80%) continue to rate Tigard positively as a place to live.
- Compared to 2023 ratings, more respondents felt safe from property crime and violent crime and indicated that they felt safe in Tigard's downtown/commercial area during the day.
- About 7 in 10 participants felt that the Tigard community does an excellent or good job at making all residents feel welcome, attracting people from diverse backgrounds, and valuing/respecting residents from diverse backgrounds.
- Transportation challenges persisted, with less than half of residents rating the overall quality of the transportation system positively, and reviews for the ease of travel by bicycle showed a significant decline.
- Education and cultural opportunities faced setbacks, with opportunities to attend cultural/arts/music activities, and adult education opportunities, declining.

Of the 123 evaluative questions included on both the 2023 and current survey iterations, 88 were statistically similar to previous results. Upward trends were seen in 7 items, while 28 ratings decreased since 2023. Some of these decreases are in line with a general decline in resident satisfaction ratings across the country.

ALTERNATIVES & RECOMMENDATION

The City team recommends City Council provide their thoughts and questions in response to the National Community Survey results.

ADDITIONAL RESOURCES

N/A

Attachments

NCS Report Results

Presentation

THE NCS™

THE NATIONAL COMMUNITY SURVEY™

Tigard, OR

The National Community Survey

Report of Results
2025

Report by:

National Research Center

POWERED BY POLCO

Polco

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Charter Members AAPOR Transparency Initiative AMERICAN ASSOCIATION FOR PUBLIC OPINION RESEARCH

National Research Center at Polco is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

About The NCS™

The National Community Survey™ (The NCS™) report is about the "livability" of Tigard. A livable community is a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live. The survey was developed by the experts from National Research Center at Polco.

Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents' opinions considering ten central facets of a community:

- Economy
- Mobility
- Community Design
- Utilities
- Safety
- Natural Environment
- Parks and Recreation
- Health and Wellness
- Education, Arts, and Culture
- Inclusivity and Engagement

The report provides the opinions of a representative sample of 374 residents of the City of Tigard collected from May 1st, 2025 to June 10th, 2025. The margin of error around any reported percentage is 5% for all respondents and the response rate for the 2025 survey was 13%. Survey results were weighted so that the demographic profile of respondents was representative of the demographic profile of adults in Tigard.





How the results are reported

For the most part, the percentages presented in the following tabs represent the "percent positive." Most commonly, the percent positive is the combination of the top two most positive response options (i.e., excellent/good, very safe/somewhat safe, etc.). On many of the questions in the survey respondents may answer "don't know." The proportion of respondents giving this reply is shown in the full set of responses included in the tab "Complete data." However, these responses have been removed from the analyses presented in most of the tabs. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item.

Comparisons to benchmarks

NRC's database of comparative resident opinion is comprised of resident perspectives gathered in surveys from over 500 communities whose residents evaluated the same kinds of topics on The National Community Survey. The comparison evaluations are from the most recent survey completed in each community in the last five years. NRC adds the latest results quickly upon survey completion, keeping the benchmark data fresh and relevant. The communities in the database represent a wide geographic and population range. In each tab, Tigard's results are noted as being "higher" than the benchmark, "lower" than the benchmark, or "similar" to the benchmark, meaning that the average rating given by Tigard residents is statistically similar to or different (greater or lesser) than the benchmark. Being rated as "higher" or "lower" than the benchmark means that Tigard's average rating for a particular item was more than 10 points different than the benchmark. If a rating was "much higher" or "much lower," then Tigard's average rating was more than 20 points different when compared to the benchmark.

Trends over time

Trend data for Tigard represent important comparison data and should be examined for improvements or declines.[1] Deviations from stable trends over time represent opportunities for understanding how local policies, programs, or public information may have affected residents' opinions. Changes between survey years have been noted with an arrow and the percent difference. If the difference is greater than 7% between the 2023 and 2025 surveys, the change is statistically significant.

1. In 2020, The NCS survey was updated to include new and refreshed items. Consequently, some of the trends may be impacted due to wording modifications that could have potentially altered the meaning of the item for the respondent.

Methods

Selecting survey recipients

All households within the City of Tigard were eligible to participate in the survey. A list of all households within the zip codes serving Tigard was purchased from Polco's mailing vendor, Go-Dog Direct, based on updated listings from the United States Postal Service. Since some of the zip codes that serve the City of Tigard households may also serve addresses that lie outside of the community, the exact geographic location of each housing unit was compared to community boundaries using the most current municipal boundary file. Addresses located outside of the City of Tigard boundaries were removed from the list of potential households to survey. From that list, addresses were randomly selected as survey recipients, with multi-family housing units (defined as those with a unit number) sampled at a rate of 5:3 compared to single family housing units.

An individual within each household was randomly selected using the "birthday method". The birthday method selects a person within the household by asking the “person who most recently had a birthday” to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys. This instruction was contained in the introduction of the survey.

Conducting the survey

The 3,000 randomly selected households received mailings beginning on May 1st, 2025 and data collection for the survey remained open for 5 weeks. The first mailing was a postcard inviting the household to participate in the survey. The next mailing contained a cover letter with instructions, the survey questionnaire, and a postage-paid return envelope. All mailings included a web link to give residents the opportunity to respond to the survey online, as well as QR codes to further encourage participation. All follow-up mailings asked those who had not completed the survey to do so, and those who had already done so to refrain from completing the survey again.

About 4% of the 3,000 mailed invitations or surveys were returned because the household address was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 2,875 households that received the invitations to participate, 374 completed the survey, providing an overall response rate of 13%. The response rate was calculated using AAPOR’s response rate #2 for mailed surveys of unnamed persons.[2]

It is customary to describe the precision of estimates made from surveys by a “level of confidence” and accompanying “confidence interval” (or margin of error). A traditional level of confidence, and the one used here, is 95%. The 95% confidence interval can be any size and quantifies the sampling error or imprecision of the survey results because some residents’ opinions are relied on to estimate all residents’ opinions. The margin of error for the City of Tigard survey is no greater than plus or minus 5% around any given percent reported for all respondents (374 completed surveys).

In addition to the randomly selected “probability sample” of households, a link to an online open-participation survey was publicized by the City of Tigard. The open-participation survey was identical to the random sample survey, with two small updates; it asked a question to confirm the respondent was a resident of Tigard and also a question about where they heard about the survey. The open-participation survey was open to all city residents and became available on May 27th, 2025. The survey remained open for two weeks. The data presented in the following tabs exclude the open participation survey data, but a tab at the end provides the complete frequency of responses to questions by the open-participation respondents.

Analyzing the data

Responses from mailed surveys were entered into an electronic dataset using a “key and verify” method, where all responses are entered twice and compared to each other. Any discrepancies were resolved in comparison to the original survey form. Range checks as well as other forms of quality control were also performed. Responses from surveys completed on Polco were downloaded and merged with the mailed survey responses.

The demographics of the survey respondents were compared to those found in the 2020 Census and 2023 American Community Survey estimates for adults in the City of Tigard. The primary objective of weighting survey data is to make the survey respondents reflective of the larger population of the community. The characteristics

used for weighting were age, sex, race, Hispanic origin, housing type, and housing tenure. No adjustments were made for design effects. Weights were calculated using an iterative, multiplicative raking model known as the ANES Weighting Algorithm.[3] The results of the weighting scheme for the probability sample are presented in the following table.

NRC aligns demographic labels with those used by the U.S. Census for reporting purposes, when possible. Some categories (e.g., age, race/Hispanic origin, housing type, and length of residency) are combined into smaller subgroups.

		Unweighted	Weighted	Target [4]
Age	18-34	**9%**	**27%**	**27%**
	35-54	**29%**	**37%**	**37%**
	55+	**63%**	**36%**	**36%**
Hispanic origin	No, not of Hispanic, Latino/a/x, or Spanish origin	**96%**	**89%**	**89%**
	Yes, I consider myself to be of Hispanic, Latino/a/x, or Spanish origin	**4%**	**11%**	**11%**
Housing tenure	Own	**84%**	**61%**	**61%**
	Rent	**16%**	**39%**	**39%**
Housing type	Attached	**24%**	**41%**	**41%**
	Detached	**76%**	**59%**	**59%**
Race & Hispanic origin	Not white alone	**17%**	**29%**	**29%**
	White alone, not Hispanic or Latino	**83%**	**71%**	**71%**
Sex	Man	**39%**	**48%**	**48%**
	Woman	**61%**	**52%**	**52%**
Sex/age	Man 18-34	**3%**	**14%**	**14%**
	Man 35-54	**10%**	**18%**	**18%**
	Man 55+	**26%**	**17%**	**17%**
	Woman 18-34	**5%**	**13%**	**13%**
	Woman 35-54	**19%**	**19%**	**19%**
	Woman 55+	**37%**	**19%**	**19%**

The survey datasets were analyzed using all or some of a combination of the Statistical Package for the Social Sciences (SPSS), R, Python and Tableau. For the most part, the percentages presented in the reports represent the “percent positive.” The percent positive is the combination of the top two most positive response options (i.e., excellent/good, very safe/somewhat safe, essential/very important, etc.), or, in the case of resident behaviors/participation, the percent positive represents the proportion of respondents indicating “yes” or participating in an activity at least once a month.

On many of the questions in the survey respondents may answer “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in the tab “Complete data”. However, these responses have been removed from the analyses presented in the reports. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item.

Contact

The City of Tigard funded this research. Please contact Alex Richardson of the City of Tigard at alex.richardson@tigard-or.gov if you have any questions about the survey.

Study Limitations

All public opinion research is subject to unmeasured error. While the methodologies employed for this survey were designed to minimize this error as much as possible, these other sources of potential error should be acknowledged. **Non-response error** arises when those who were selected to participate in the survey did not do so, and may have different opinions or experiences than those who did respond. **Coverage error** refers to the possibility that some respondents that should have been included in the surveyed population were not (e.g., for a general resident survey, USPS mailing lists may exclude certain types of housing units, such as multi-family buildings where mail is delivered to a common area rather than to a specific unit (though this is rare), or where mail is received at a PO box instead of the at household's physical location. Finally, **recall bias** occurs when respondents may not perfectly remember their experiences in the past year (such as participation in social or civic events), and **social desirability bias** may cause respondents to answer in ways they think cast their responses in a more favorable light.

Survey Validity

See the Polco Knowledge Base article on survey validity at https://blog.polco.us/polco-knowledgebase/margin-of-error-and-confidence-level-in-survey-results

2. See AAPOR's Standard Definitions for more information at https://aapor.org/standards-and-ethics/standard-definitions/
3. Pasek, J. (2014). ANES Weighting Algorithm. Retrieved from https://surveyinsights.org/wp-content/uploads/2014/07/Full-anesrake-paper.pdf
4. Targets come from the 2020 Census and 2023 American Community Survey

Key Findings

Highest-performing areas:

- The majority of residents (80%) continue to rate Tigard positively as a place to live.
    - About 7 in 10 participants also offered excellent or good ratings to Tigard as a place to work, which marked an increase from 2023 results (from 66% excellent or good to 73% in 2025).
    - A slightly higher proportion indicated that they would recommend living in Tigard to someone who asks and plan to remain in Tigard for the next five years (85% and 84%, respectively).
- Compared to 2023 ratings, more respondents felt safe from property crime and violent crime, and indicated that they felt safe in Tigard's downtown/commercial area during the day.
- Fire and emergency services earned high confidence from residents, with fire services receiving positive ratings from nearly 9 in 10 participants and ambulance or emergency medical services rated positively by about 82% of residents.
- About 7 in 10 participants felt that the Tigard community does an excellent or good job at making all residents feel welcome, attracting people from diverse backgrounds, and valuing/respecting residents from diverse backgrounds.
    - Similarly, when asked about Tigard government's performance, about 6 in 10 residents rated the local government positively on understanding and representing the needs of underrepresented and diverse communities.
    - A similar proportion gave favorable ratings to local government for actively engaging and listening to the people and communities most affected by its decisions before making them.

Areas of Focus:

- Transportation challenges persisted, with less than half of residents rating the overall quality of the transportation system positively (47%), and reviews for the ease of travel by bicycle showed a significant decline from 58% in 2023 to 49% in 2025.
    - Tigard's traffic flow on major streets (25%) as well as ease of travel by car (53%) were both rated lower than the national benchmark.
    - Only about 3 in 10 respondents rated street repair services as excellent or good.
- Education and cultural opportunities faced setbacks, with opportunities to attend cultural/arts/music activities declining from 51% in 2023 to 43% in 2025, and availability of affordable quality childcare/preschool dropping from 41% to 30%.
    - Only 2 in 10 residents rated adult education opportunities highly, declining from 3 in 10 residents in 2023.

Other notable results:

- Awareness of municipal initiatives varied, with about half of residents (51%) indicating they were not aware of the potential bond measure that would fund a new building for Tigard's police, emergency response, and public works departments being considered for the 2026 ballot.
    - When asked whether they would support or oppose this bond, 66% of participants stated they would strongly or somewhat support.
- About 6 in 10 residents rated the physical condition of the Tigard Police Department located in City Hall as excellent or good. A similar proportion offered positive ratings for the Tigard Public Works building.

Areas of greatest change since 2023:

Of the 123 evaluative questions included on both the 2023 and current survey iterations, 88 were statistically similar to previous results. Upward trends were seen in 7 items, while 28 ratings decreased since 2023. The most significant of those trends are listed below.

Increases

- Violent crime (+12%)
- Water resources (lakes, ponds, riverways, etc.; +10%)
- Tigard as a place to work (+8%)
- Crime prevention (+8%)
- Vibrancy of downtown/commercial area (+8%)

Decreases

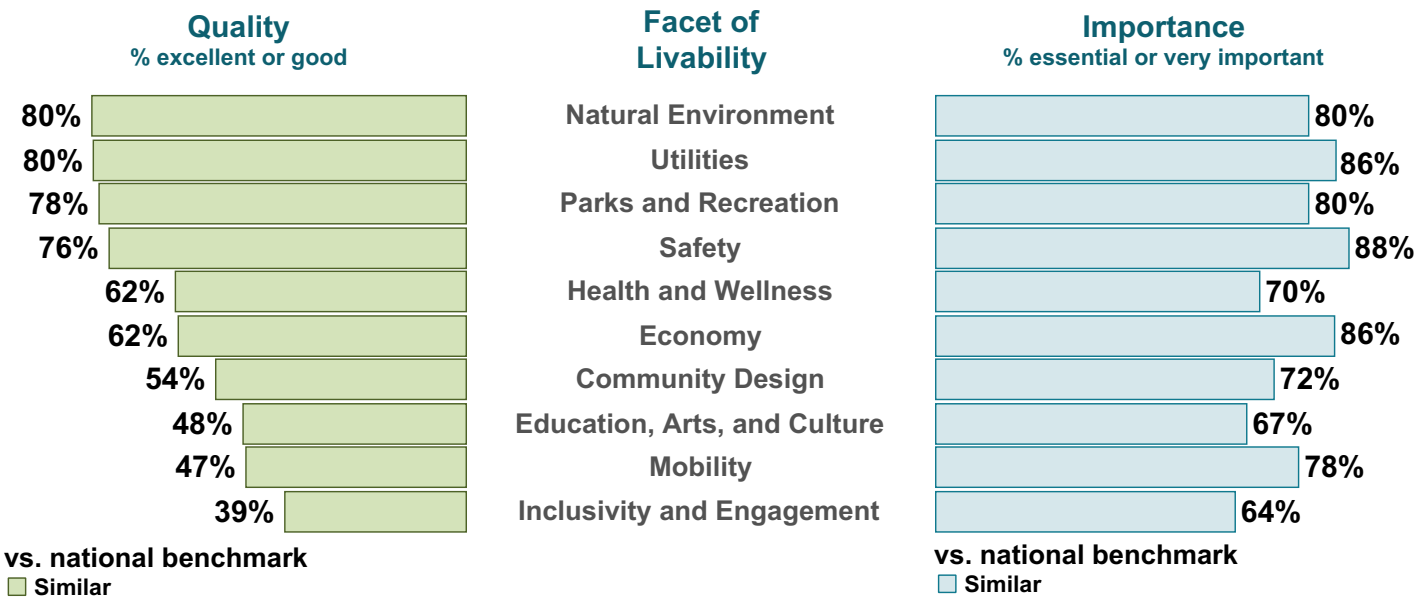
- Economic development (-17%)
- Bus or transit services (-16%)
- Overall image or reputation of Tigard (-12%)
- Treating all residents fairly (-12%)
- Informing residents about issues facing the community (-11%)

Facets of livability

Every jurisdiction must balance limited resources while meeting resident needs and striving to optimize community livability. To this end, it is helpful to know what aspects of the community are most important to residents and which they perceive as being of higher or lower quality. It is especially helpful to know when a facet of livability is considered of high importance but rated as lower quality, as this should be a top priority to address.

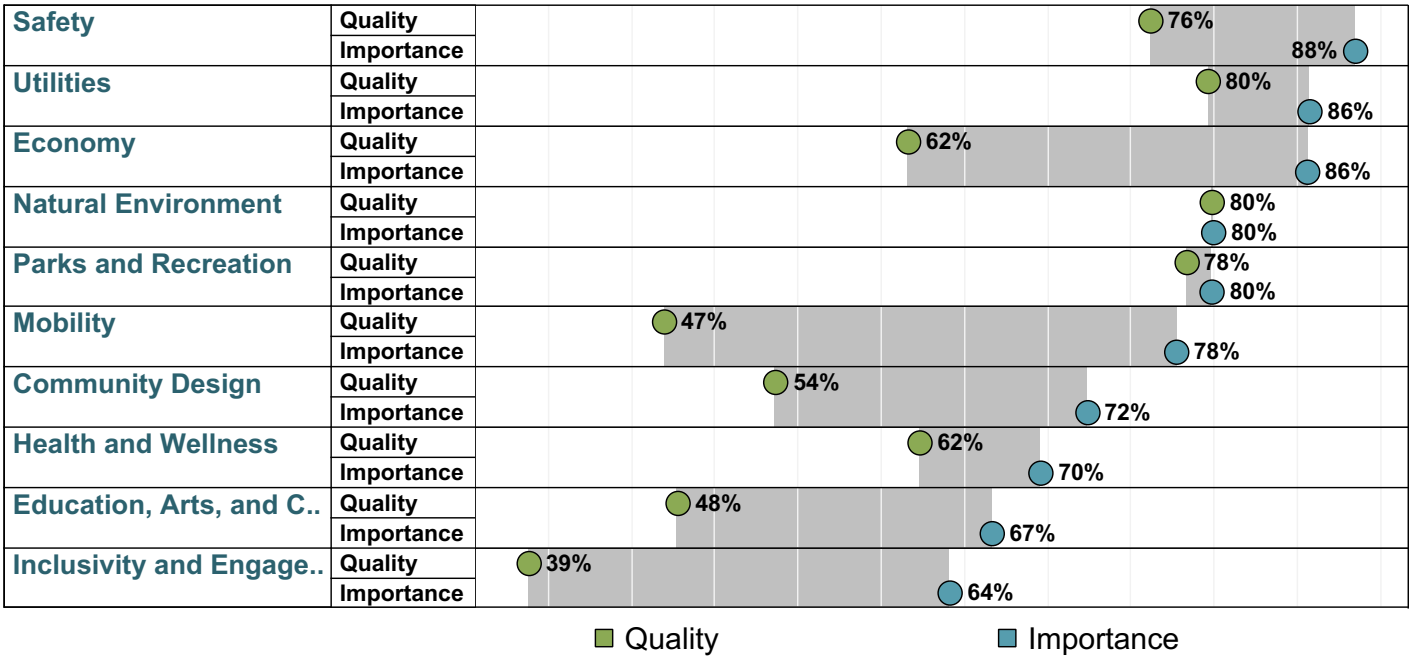
Quality and Importance by the Numbers

The table below shows the proportion of residents who rated the community facets positively for quality and the priority (importance) placed on each. Also displayed is whether local quality ratings were lower, similar, or higher than communities across the country (the national benchmark).



Quality/Importance Gap Analysis

The gap analysis chart below shows the same data as above; however, this chart more clearly illustrates the comparative differences in quality and importance ratings for each facet, as well as the absolute ratings for each.

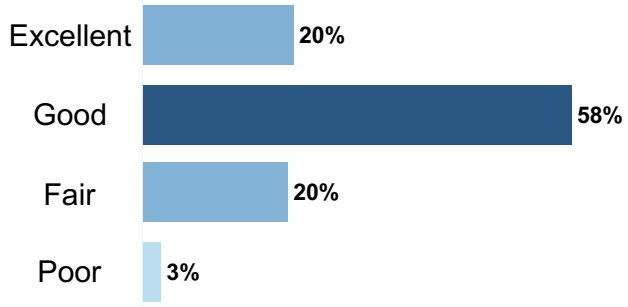


Polco

Quality of Life

Measuring community livability starts with assessing the quality of life of those who live there, and ensuring that the community is attractive, accessible, and welcoming to all.

The overall quality of life in Tigard, 2025



Please rate each of the following aspects of quality of life in Tigard.
(% excellent or good)

	2023	2025	vs. national benchmark[8]
Tigard as a place to live	89%	80% ↘	Similar
The overall quality of life	81%	78%	Similar

Please indicate how likely or unlikely you are to do each of the following.
(% very or somewhat likely)

	2023	2025	
Recommend living in Tigard to someone who asks	89%	85%	Similar
Remain in Tigard for the next five years	83%	84%	Similar

Please rate each of the following in the Tigard community.
(% excellent or good)

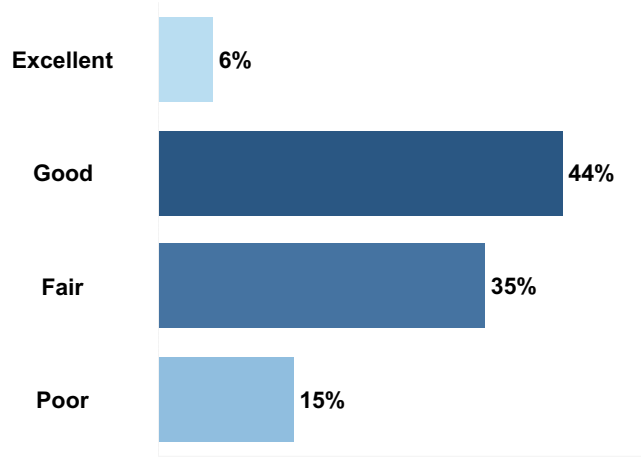
	2023	2025	
Overall image or reputation	74%	62% ↘	Similar

8. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Governance

Strong local governments produce results that meet the needs of residents while making the best use of available resources, and are responsive to the present and future needs of the community as a whole.

Overall confidence in Tigard government, 2025



Please rate the quality of each of the following services in Tigard.
(% excellent or good)

	2023	2025	vs. national benchmark[9]
Public information services	69%	63%	Similar
Overall customer service by Tigard employees	77%	73%	Similar

Please rate the following categories of Tigard government performance.
(% excellent or good)

	2023	2025	
The value of services for the taxes paid to Tigard	46%	49%	Similar
The overall direction that Tigard is taking	60%	56%	Similar
The job Tigard government does at welcoming resident involvement	53%	50%	Similar
Overall confidence in Tigard government	54%	50%	Similar
Generally acting in the best interest of the community	58%	57%	Similar
Being honest	61%	61%	Similar
Being open and transparent to the public	58%	58%	Similar
Informing residents about issues facing the community	57%	46% ↘	Similar

Treating all residents fairly	70% → 58% ↘	Similar
Treating residents with respect	75% → 67% ↘	Similar

Please indicate whether or not you have done each of the following in the last 12 months.
(% excellent or good)

	2023 → 2025	
Attended a local public meeting	12% → 17%	Similar
Contacted the City of Tigard for help or information	36% → 33%	Lower
Contacted Tigard elected officials to express your opinion	10% → 11%	Similar
Watched a local public meeting	17% → 18%	Similar

Overall, how would you rate the quality of the services provided by each of the following?
(% excellent or good)

	2023 → 2025	
The City of Tigard	69% → 67%	Similar
The Federal Government	28% → 24%	Lower

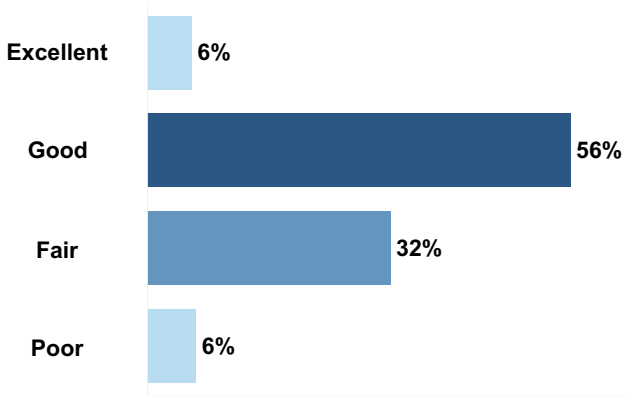
9. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Polco

Economy

Local governments work together with private and nonprofit businesses, and with the community at large, to foster sustainable growth, create jobs, and promote a thriving local economy.

Overall economic health of Tigard, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[10]
Overall economic health	65%	62%	Similar

Please rate each of the following aspects of quality of life in Tigard.
(% excellent or good)

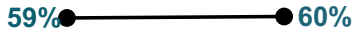
	2023	2025	
Tigard as a place to work	66%	73% ↗	Similar
Tigard as a place to visit	45%	47%	Lower

Please rate the quality of each of the following services in Tigard.
(% excellent or good)

	2023	2025	
Economic development	57%	40% ↘	Similar

Please rate each of the following in the Tigard community.
(% excellent or good)

	2023	2025	
Overall quality of business and service establishments	70%	67%	Similar
Variety of business and service establishments	60%	60%	Similar

Vibrancy of downtown/commercial area		Similar
Employment opportunities		Similar
Shopping opportunities		Similar
Cost of living		Similar

What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:
(% very or somewhat positive)

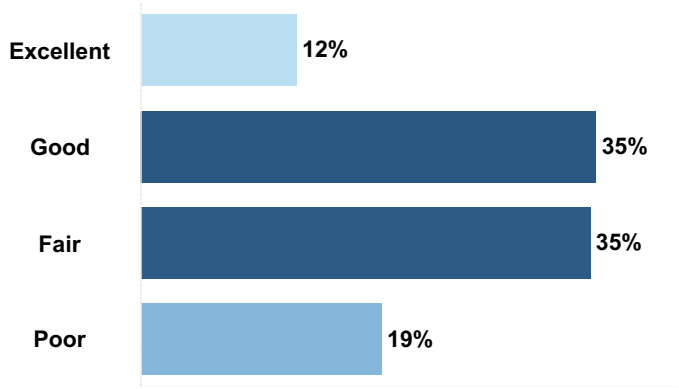
	2023	2025	
What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:	19%	14%	Similar

11. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Mobility

The ease with which residents can move about their communities, whether for commuting, leisure, or recreation, plays a major role in the quality of life for all who live, work, and play in the community.

Overall quality of the transportation system in Tigard, 2025



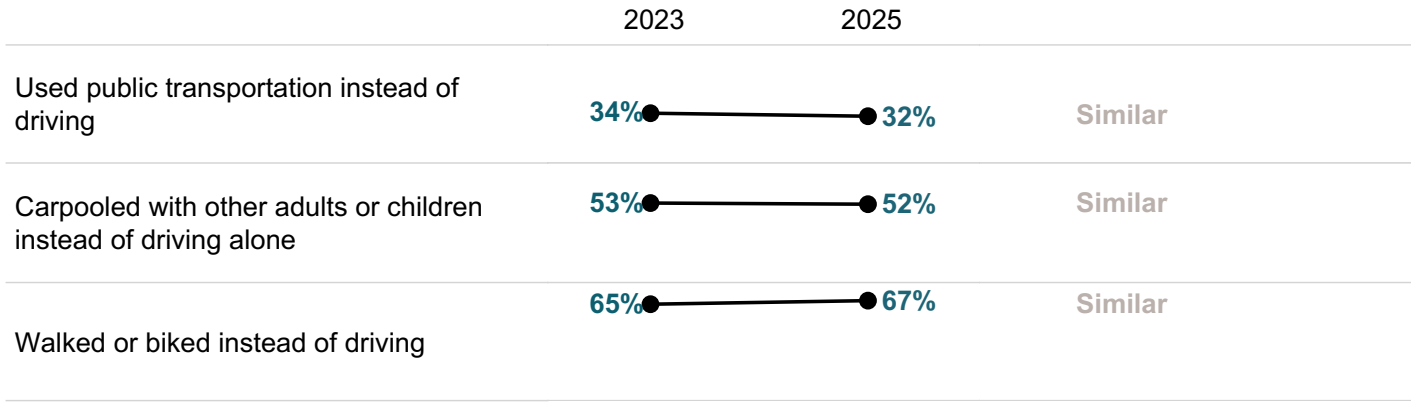
Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[11]
Overall quality of the transportation system	49%	47%	Similar

Please also rate each of the following in the Tigard community.
(% excellent or good)

	2023	2025	
Traffic flow on major streets	24%	25%	Lower
Ease of public parking	52%	47%	Similar
Ease of travel by car	56%	53%	Lower
Ease of travel by public transportation	38%	43%	Similar
Ease of travel by bicycle	58%	49% ↘	Similar
Ease of walking	61%	55%	Similar

Please indicate whether or not you have done each of the following in the last 12 months.
(% yes)



Please rate the quality of each of the following services in Tigard.
(% excellent or good)

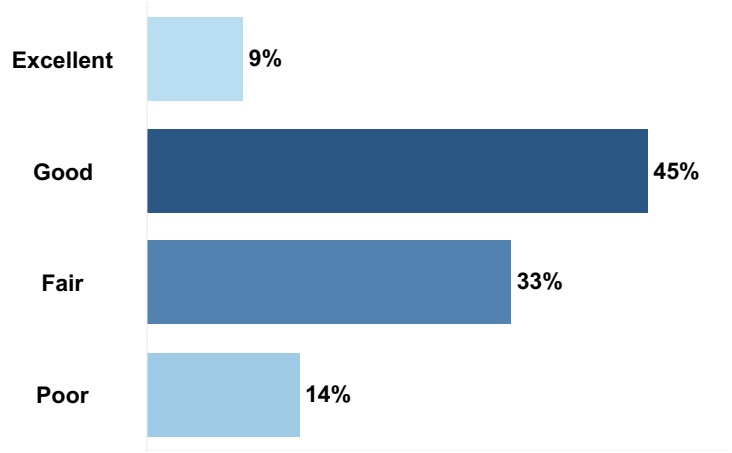


11. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
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Community Design

A well-designed community enhances the quality of life for its residents by encouraging smart land use and zoning, ensuring that affordable housing is accessible to all, and providing access to parks and other green spaces.

Overall design or layout of Tigard's residential and commercial areas, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[12]
Overall design or layout of residential and commercial areas	51%	54%	Similar

Please rate each of the following aspects of quality of life in Tigard.
(% excellent or good)

	2023	2025	
Your neighborhood as a place to live	87%	82%	Similar

Please also rate each of the following in the Tigard community.
(% excellent or good)

	2023	2025	
Well-planned residential growth	45%	37% ↘	Similar
Well-planned commercial growth	41%	36%	Similar
Well-designed neighborhoods	51%	50%	Similar
Preservation of the historical or cultural character of the community	51%	50%	Similar

Public places where people want to spend time	58% 57%	Similar
Variety of housing options	47% 52%	Similar
Availability of affordable quality housing	26% 19%	Similar
Overall quality of new development	58% 48% ↘	Similar
Overall appearance	66% 55% ↘	Similar

Please rate the quality of each of the following services in Tigard.
(% excellent or good)

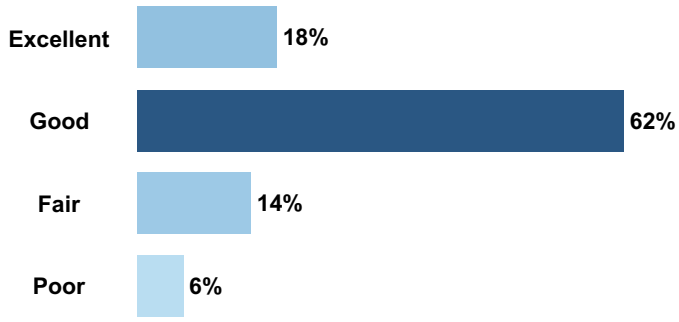
	2023 2025	
Land use, planning and zoning	42% 32% ↘	Similar
Code enforcement	40% 34%	Similar

12. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Utilities

Services such as water, gas, electricity, and internet access play a vital role in ensuring the physical and economic health and well-being of the communities they serve.

Overall quality of the utility infrastructure in Tigard, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[13]
Overall quality of the utility infrastructure	75%	80%	Similar

Please rate the quality of each of the following services in Tigard.
(% excellent or good)

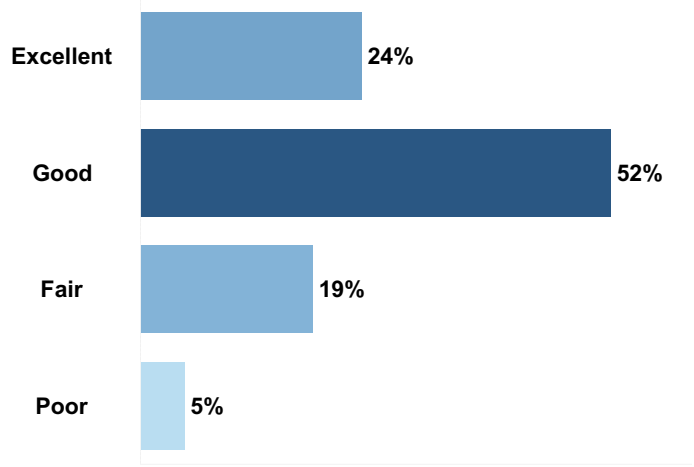
	2023	2025	
Affordable high-speed internet access	54%	58%	Similar
Garbage collection	81%	79%	Similar
Drinking water	88%	84%	Higher
Sewer services	84%	85%	Similar
Storm water management	72%	79%	Similar
Power (electric and/or gas) utility	84%	77% ↘	Similar
Utility billing	73%	59% ↘	Similar

13. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Safety

Public safety is often the most important task facing local governments. All residents should feel safe and secure in their neighborhoods and in the greater community, and providing robust safety-related services is essential to residents' quality of life.

Overall feeling of safety in Tigard, 2025



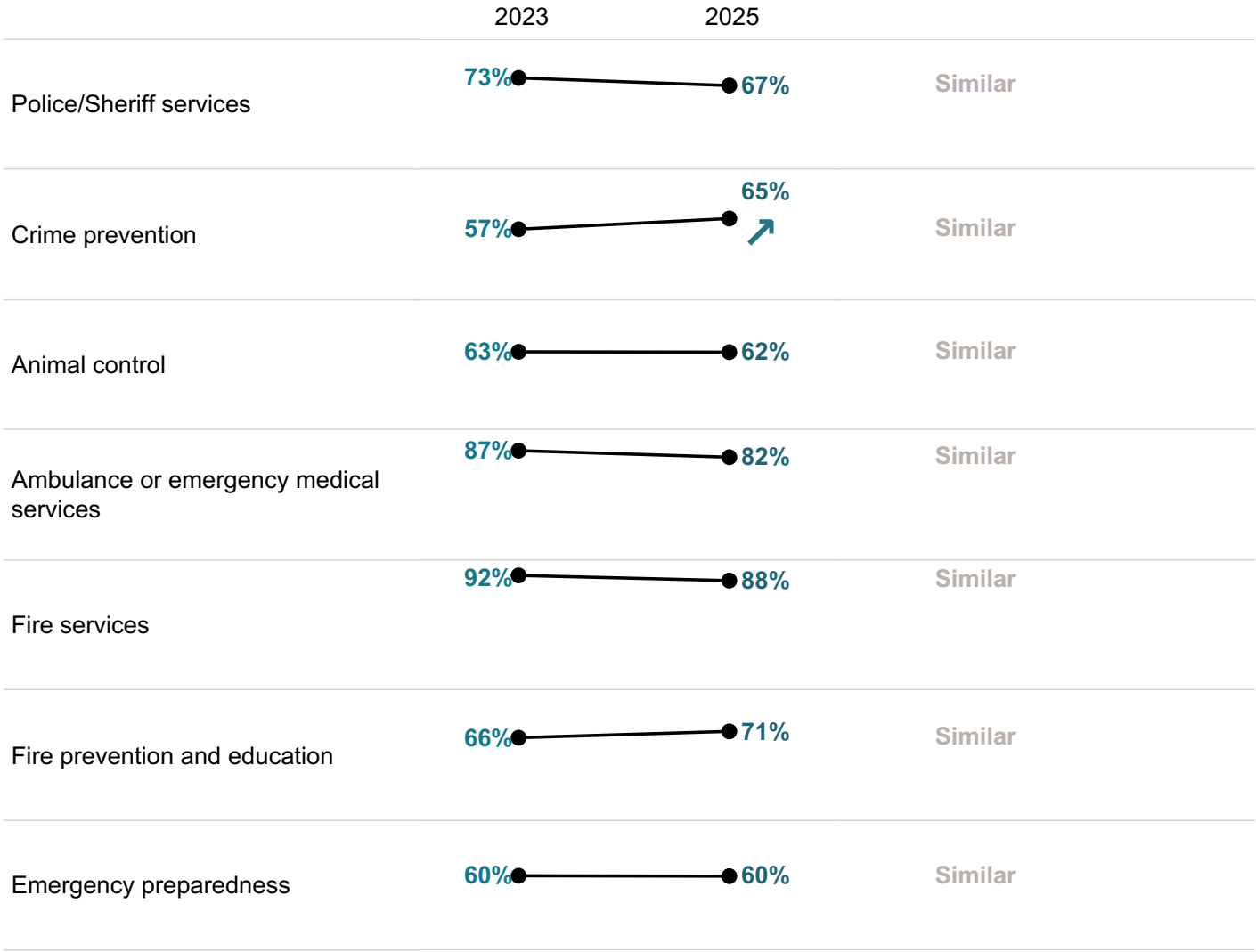
Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[14]
Overall feeling of safety	73%	76%	Similar

Please rate how safe or unsafe you feel:
(% very or somewhat safe)

	2023	2025	
In your neighborhood during the day	91%	93%	Similar
In Tigard's downtown/commercial area during the day	79%	87% ↗	Similar
From property crime	67%	75% ↗	Similar
From violent crime	73%	86% ↗	Similar
From fire, flood, or other natural disaster	85%	88%	Similar

Please rate the quality of each of the following services in Tigard.
(% excellent or good)

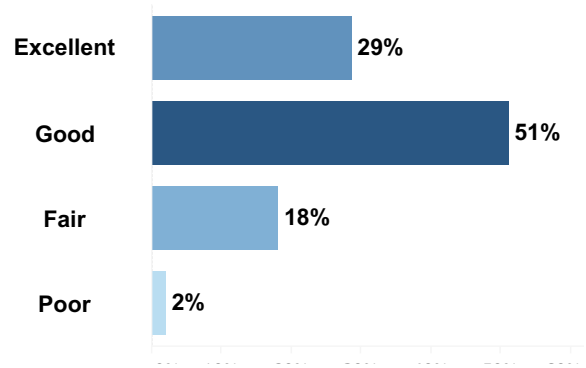


14. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Natural Environment

The natural environment plays a vital role in the health and well-being of residents. The natural spaces in which residents live and experience their communities has a direct and profound effect on quality of life.

Overall quality of natural environment in Tigard, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[15]
Overall quality of natural environment			78%	80%	Similar

Please also rate each of the following in the Tigard community.
(% excellent or good)

	2019	2021	2023	2025	
Cleanliness			65%	65%	Similar
Water resources			60%	69% ↗	Similar
Air quality			82%	86%	Similar

Please rate the quality of each of the following services in Tigard.
(% excellent or good)

	2019	2021	2023	2025	
Preservation of natural areas			64%	66%	Similar
Tigard open space			60%	65%	Similar
Recycling			71%	70%	Similar
Yard waste pick-up			75%	69%	Similar

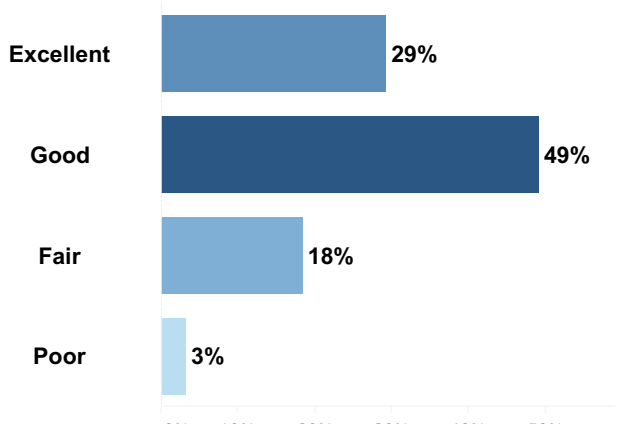
15. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Parks and Recreation

"There are no communities that pride themselves on their quality of life, promote themselves as a desirable location for businesses to relocate, or maintain that they are environmental stewards of their natural resources, without such communities having a robust, active system of parks and recreation programs for public use and enjoyment."

- National Recreation and Park Association

Overall quality of parks and recreation opportunities, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[16]
Overall quality of parks and recreation opportunities	79%	78%	Similar

Please also rate each of the following in the Tigard community.
(% excellent or good)

	2023	2025	
Availability of paths and walking trails	81%	73% ↘	Similar
Fitness opportunities	79%	68% ↘	Similar
Recreational opportunities	60%	61%	Similar

Please rate the quality of each of the following services in Tigard.
(% excellent or good)

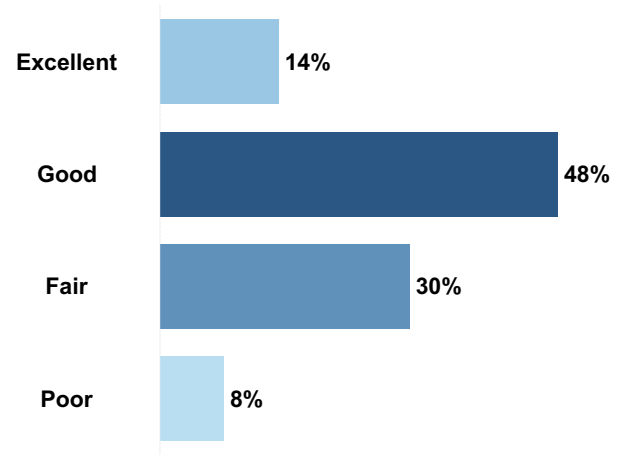
	2023	2025	
City parks	78%	76%	Similar
Recreation programs or classes	63%	53% ↘	Similar
Recreation centers or facilities	59%	49% ↘	Lower

16. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Health and Wellness

The characteristics of and amenities available in the communities in which people live has a direct impact on the health and wellness of residents, and thus, on their quality of life overall.

Overall health and wellness opportunities in Tigard, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[17]
Overall health and wellness opportunities	73%	62% ↘	Similar

Please also rate each of the following in the Tigard community.
(% excellent or good)

	2023	2025	
Availability of affordable quality food	64%	51% ↘	Similar
Availability of affordable quality health care	56%	46% ↘	Similar
Availability of preventive health services	58%	49% ↘	Similar
Availability of affordable quality mental health care	39%	39%	Similar

Please rate the quality of each of the following services in Tigard.
(% excellent or good)

	2023	2025	
Health services	66%	57% ↘	Similar

Please rate your overall health.
(% excellent or very good)



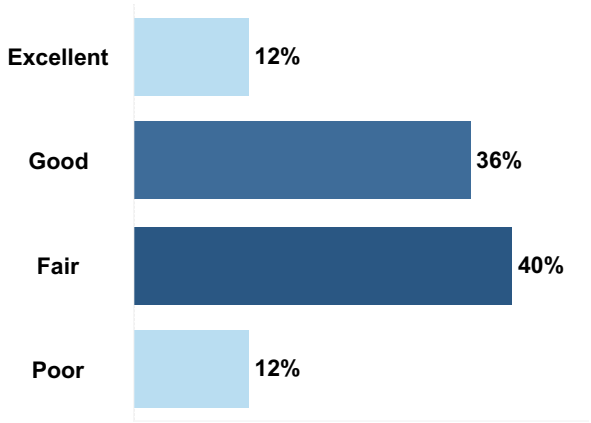
17. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Polco

Education, Arts, and Culture

Participation in the arts, in educational opportunities, and in cultural activities is linked to increased civic engagement, greater social tolerance, and enhanced enjoyment of the local community.

Overall opportunities for education, culture and the arts, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[18]
Overall opportunities for education, culture, and the arts	53%	48%	Similar

Please also rate each of the following in the Tigard community.
(% excellent or good)

	2023	2025	
Opportunities to attend cultural/arts/music activities	51%	43% ↘	Similar
Community support for the arts	53%	48%	Similar
Availability of affordable quality childcare/preschool	41%	30% ↘	Similar
K-12 education	57%	53%	Similar
Adult educational opportunities	36%	26% ↘	Lower
Opportunities to attend special events and festivals	57%	55%	Similar

Please rate the quality of each of the following services in Tigard.
(% excellent or good)



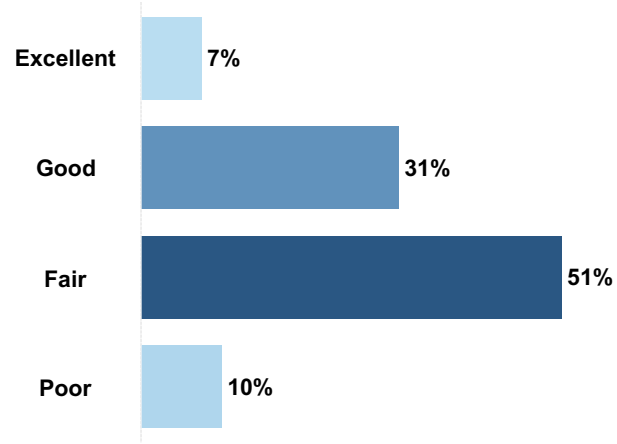
Public library services		Similar

18. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Inclusivity and Engagement

Inclusivity refers to a cultural and environmental feeling of belonging; residents who feel invited to participate within their communities feel more included, involved, and engaged than those who do not.

Residents' connection and engagement with their community, 2025



Please rate each of the following characteristics as they relate to Tigard as a whole.
(% excellent or good)

	2023	2025	vs. national benchmark[19]
Residents' connection and engagement with their community	46%		Similar

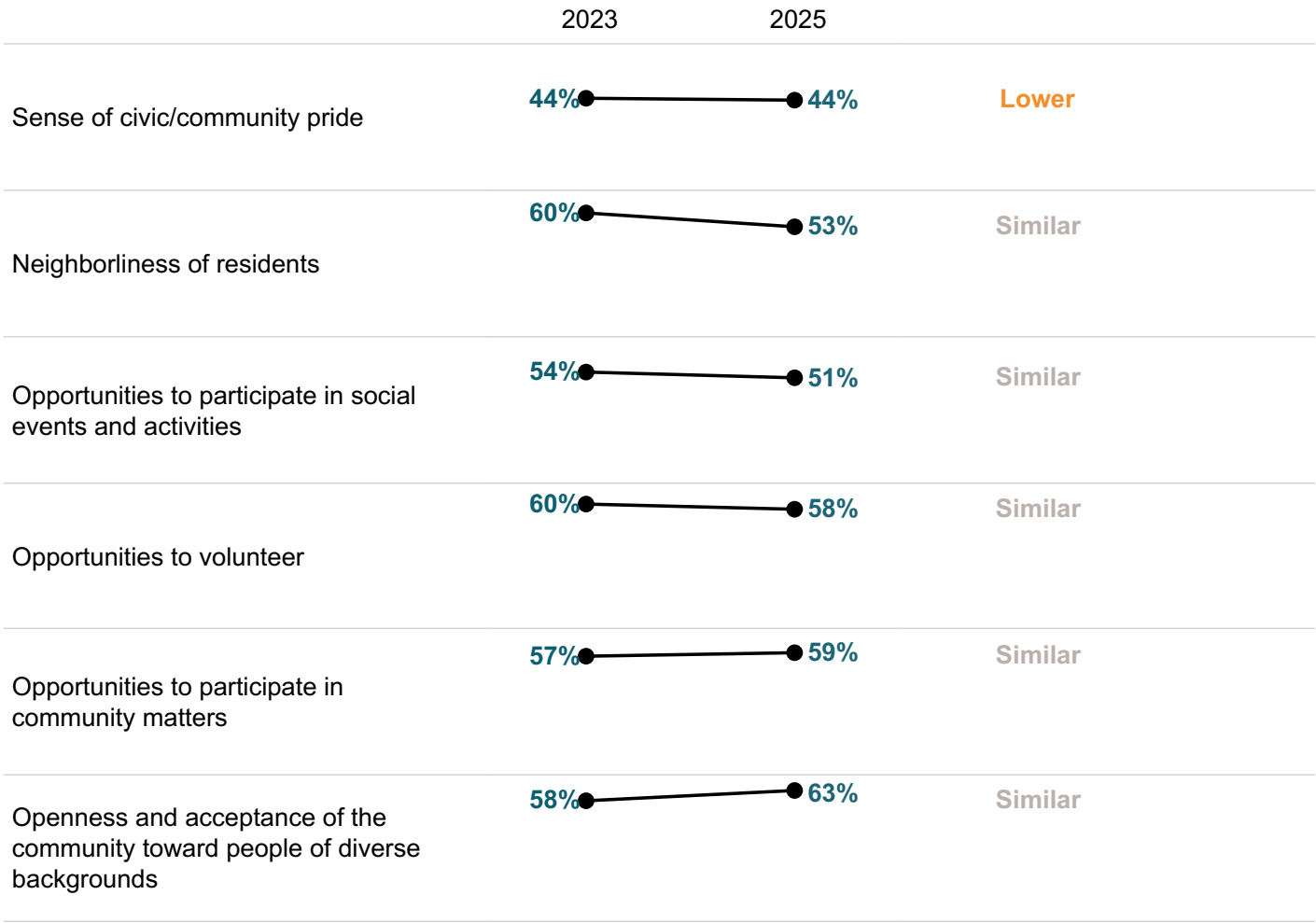
Please rate each of the following aspects of quality of life in Tigard.
(% excellent or good)

	2023	2025	
Tigard as a place to raise children	79%	75%	Similar
Tigard as a place to retire	65%	61%	Similar
Sense of community	51%	46%	Similar

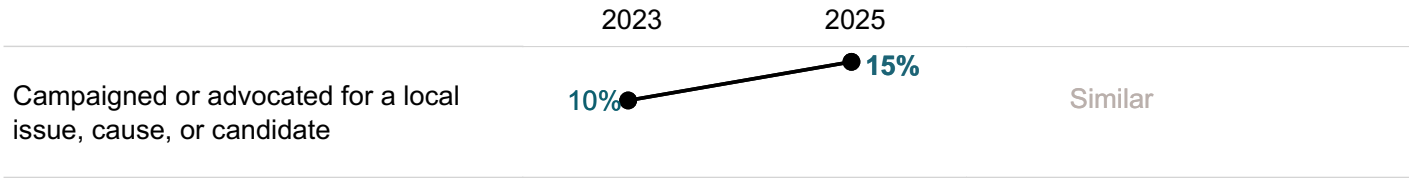
Please rate the job you feel the Tigard community does at each of the following.
(% excellent or good)

	2023	2025	
Making all residents feel welcome	66%	70%	Similar
Attracting people from diverse backgrounds	63%	68%	Similar
Valuing/respecting residents from diverse backgrounds	70%	71%	Similar
Taking care of vulnerable residents	59%	53%	Similar

Please also rate each of the following in the Tigard community.
(% excellent or good)



Please indicate whether or not you have done each of the following in the last 12 months.
(% excellent or good)



19. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.

Custom questions

Below are the complete set of responses to each custom question on the survey. By default, “don’t know” responses are excluded.

Please rate the following categories of Tigard government performance.	Understanding and representing the needs of underrepresented and diverse communities	Excellent	23%
		Good	43%
		Fair	20%
		Poor	14%
	Actively engaging and listening to the people and communities most affected by its decisions before making them	Excellent	9%
		Good	50%
		Fair	21%
		Poor	20%
Please rate the physical condition of the following City of Tigard facilities:	Tigard Police Department (located in City Hall)	Excellent	22%
		Good	58%
		Fair	15%
		Poor	6%
	Tigard Public Works building	Excellent	21%
		Good	55%
		Fair	17%
		Poor	6%

Are you aware of the potential bond measure on the May 2026 ballot that would fund a new building for Tigard's police, emergency response, and public works departments?	Yes		49%
	No		51%
The City of Tigard is considering a bond measure for the 2026 ballot to fund a new building for the police, emergency response, and public works departments. If passed, it could increase property taxes by about $100 per year. How much would you support or oppose this measure?	Strongly support		24%
	Somewhat support		42%
	Somewhat oppose		11%
	Strongly oppose		23%

Please complete this survey if you are the adult (age 18 or older) in the household who most recently had a birthday (the year of birth does not matter). Your responses are confidential and no identifying information will be shared.

1. Please rate each of the following aspects of quality of life in Tigard.

	Excellent	Good	Fair	Poor	Don't know
Tigard as a place to live	1	2	3	4	5
Your neighborhood as a place to live	1	2	3	4	5
Tigard as a place to raise children	1	2	3	4	5
Tigard as a place to work	1	2	3	4	5
Tigard as a place to visit	1	2	3	4	5
Tigard as a place to retire	1	2	3	4	5
The overall quality of life in Tigard	1	2	3	4	5
Sense of community	1	2	3	4	5

2. Please rate each of the following characteristics as they relate to Tigard as a whole.

	Excellent	Good	Fair	Poor	Don't know
Overall economic health of Tigard	1	2	3	4	5
Overall quality of the transportation system (auto, bicycle, foot, bus) in Tigard	1	2	3	4	5
Overall design or layout of Tigard's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	1	2	3	4	5
Overall quality of the utility infrastructure in Tigard (water, sewer, storm water, electric/gas, broadband)	1	2	3	4	5
Overall feeling of safety in Tigard	1	2	3	4	5
Overall quality of natural environment in Tigard	1	2	3	4	5
Overall quality of parks and recreation opportunities	1	2	3	4	5
Overall health and wellness opportunities in Tigard	1	2	3	4	5
Overall opportunities for education, culture, and the arts	1	2	3	4	5
Residents' connection and engagement with their community	1	2	3	4	5

3. Please indicate how likely or unlikely you are to do each of the following.

	Very likely	Somewhat likely	Somewhat unlikely	Very unlikely	Don't know
Recommend living in Tigard to someone who asks	1	2	3	4	5
Remain in Tigard for the next five years	1	2	3	4	5

4. Please rate how safe or unsafe you feel:

	Very safe	Somewhat safe	Neither safe nor unsafe	Somewhat unsafe	Very unsafe	Don't know
In your neighborhood during the day	1	2	3	4	5	6
In Tigard's downtown/commercial area during the day	1	2	3	4	5	6
From property crime	1	2	3	4	5	6
From violent crime	1	2	3	4	5	6
From fire, flood, or other natural disaster	1	2	3	4	5	6

5. Please rate the job you feel the Tigard community does at each of the following.

	Excellent	Good	Fair	Poor	Don't know
Making all residents feel welcome	1	2	3	4	5
Attracting people from diverse backgrounds	1	2	3	4	5
Valuing/respecting residents from diverse backgrounds	1	2	3	4	5
Taking care of vulnerable residents (elderly, disabled, homeless, etc.)	1	2	3	4	5

6. Please rate each of the following in the Tigard community.

	Excellent	Good	Fair	Poor	Don't know
Overall quality of business and service establishments in Tigard	1	2	3	4	5
Variety of business and service establishments in Tigard	1	2	3	4	5
Vibrancy of downtown/commercial area	1	2	3	4	5
Employment opportunities	1	2	3	4	5
Shopping opportunities	1	2	3	4	5
Cost of living in Tigard	1	2	3	4	5
Overall image or reputation of Tigard	1	2	3	4	5

7. Please also rate each of the following in the Tigard community.

	Excellent	Good	Fair	Poor	Don't know
Traffic flow on major streets	1	2	3	4	5
Ease of public parking	1	2	3	4	5
Ease of travel by car in Tigard	1	2	3	4	5
Ease of travel by public transportation in Tigard	1	2	3	4	5
Ease of travel by bicycle in Tigard	1	2	3	4	5
Ease of walking in Tigard	1	2	3	4	5
Well-planned residential growth	1	2	3	4	5
Well-planned commercial growth	1	2	3	4	5
Well-designed neighborhoods	1	2	3	4	5
Preservation of the historical or cultural character of the community	1	2	3	4	5
Public places where people want to spend time	1	2	3	4	5
Variety of housing options	1	2	3	4	5
Availability of affordable quality housing	1	2	3	4	5
Overall quality of new development in Tigard	1	2	3	4	5
Overall appearance of Tigard	1	2	3	4	5
Cleanliness of Tigard	1	2	3	4	5
Water resources (lakes, ponds, riverways, etc.)	1	2	3	4	5
Air quality	1	2	3	4	5
Availability of paths and walking trails	1	2	3	4	5
Fitness opportunities (including exercise classes and paths or trails, etc.)	1	2	3	4	5
Recreational opportunities	1	2	3	4	5
Availability of affordable quality food	1	2	3	4	5
Availability of affordable quality health care	1	2	3	4	5
Availability of preventive health services	1	2	3	4	5
Availability of affordable quality mental health care	1	2	3	4	5
Opportunities to attend cultural/arts/music activities	1	2	3	4	5
Community support for the arts	1	2	3	4	5
Availability of affordable quality childcare/preschool	1	2	3	4	5
K-12 education	1	2	3	4	5
Adult educational opportunities	1	2	3	4	5
Sense of civic/community pride	1	2	3	4	5
Neighborliness of residents in Tigard	1	2	3	4	5
Opportunities to participate in social events and activities	1	2	3	4	5
Opportunities to attend special events and festivals	1	2	3	4	5
Opportunities to volunteer	1	2	3	4	5
Opportunities to participate in community matters	1	2	3	4	5
Openness and acceptance of the community toward people of diverse backgrounds	1	2	3	4	5

8. Please indicate whether or not you have done each of the following in the last 12 months.

	No	Yes
Contacted the City of Tigard (in-person, phone, email, or web) for help or information	1	2
Contacted Tigard elected officials (in-person, phone, email, or web) to express your opinion	1	2
Attended a local public meeting (of local elected officials like City Council or County Commissioners, advisory boards, town halls, HOA, neighborhood watch, etc.)	1	2
Watched (online or on television) a local public meeting	1	2
Volunteered your time to some group/activity in Tigard	1	2
Campaigned or advocated for a local issue, cause, or candidate	1	2
Voted in your most recent local election	1	2
Used bus, rail, or other public transportation instead of driving	1	2
Carpooled with other adults or children instead of driving alone	1	2
Walked or biked instead of driving	1	2

9. Please rate the quality of each of the following services in Tigard.

	Excellent	Good	Fair	Poor	Don't know
Public information services	1	2	3	4	5
Economic development	1	2	3	4	5
Traffic enforcement	1	2	3	4	5
Traffic signal timing	1	2	3	4	5
Street repair	1	2	3	4	5
Street cleaning	1	2	3	4	5
Street lighting	1	2	3	4	5
Snow removal	1	2	3	4	5
Sidewalk maintenance	1	2	3	4	5
Bus or transit services	1	2	3	4	5
Land use, planning, and zoning	1	2	3	4	5
Code enforcement (weeds, abandoned buildings, etc.)	1	2	3	4	5
Affordable high-speed internet access	1	2	3	4	5
Garbage collection	1	2	3	4	5
Drinking water	1	2	3	4	5
Sewer services	1	2	3	4	5
Storm water management (storm drainage, dams, levees, etc.)	1	2	3	4	5
Power (electric and/or gas) utility	1	2	3	4	5
Utility billing	1	2	3	4	5
Police/Sheriff services	1	2	3	4	5
Crime prevention	1	2	3	4	5
Animal control	1	2	3	4	5
Ambulance or emergency medical services	1	2	3	4	5
Fire services	1	2	3	4	5
Fire prevention and education	1	2	3	4	5
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	1	2	3	4	5
Preservation of natural areas (open space, farmlands, and greenbelts)	1	2	3	4	5
Tigard open space	1	2	3	4	5
Recycling	1	2	3	4	5
Yard waste pick-up	1	2	3	4	5
City parks	1	2	3	4	5
Recreation programs or classes	1	2	3	4	5
Recreation centers or facilities	1	2	3	4	5
Health services	1	2	3	4	5
Public library services	1	2	3	4	5
Overall customer service by Tigard employees (police, receptionists, planners, etc.)	1	2	3	4	5

10. Please rate the following categories of Tigard government performance.

	Excellent	Good	Fair	Poor	Don't know
The value of services for the taxes paid to Tigard	1	2	3	4	5
The overall direction that Tigard is taking	1	2	3	4	5
The job Tigard government does at welcoming resident involvement	1	2	3	4	5
Overall confidence in Tigard government	1	2	3	4	5
Generally acting in the best interest of the community	1	2	3	4	5
Being honest	1	2	3	4	5
Being open and transparent to the public	1	2	3	4	5
Informing residents about issues facing the community	1	2	3	4	5
Treating all residents fairly	1	2	3	4	5
Treating residents with respect	1	2	3	4	5
Understanding and representing the needs of underrepresented and diverse communities	1	2	3	4	5
Actively engaging and listening to the people and communities most affected by its decisions before making them	1	2	3	4	5

11. Overall, how would you rate the quality of the services provided by each of the following?

	Excellent	Good	Fair	Poor	Don't know
The City of Tigard	1	2	3	4	5
The Federal Government	1	2	3	4	5

12. Please rate how important, if at all, you think it is for the Tigard community to focus on each of the following in the coming two years.

	Essential	Very important	Somewhat important	Not at all important
Overall economic health of Tigard	1	2	3	4
Overall quality of the transportation system (auto, bicycle, foot, bus) in Tigard	1	2	3	4
Overall design or layout of Tigard's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	1	2	3	4
Overall quality of the utility infrastructure in Tigard (water, sewer, storm water, electric/gas, broadband)	1	2	3	4
Overall feeling of safety in Tigard	1	2	3	4
Overall quality of natural environment in Tigard	1	2	3	4
Overall quality of parks and recreation opportunities	1	2	3	4
Overall health and wellness opportunities in Tigard	1	2	3	4
Overall opportunities for education, culture, and the arts	1	2	3	4
Residents' connection and engagement with their community	1	2	3	4

13. Please rate the physical condition of the following City of Tigard facilities:

	Excellent	Good	Fair	Poor	Don't know
Tigard Police Department (located in City Hall)	1	2	3	4	5
Tigard Public Works building	1	2	3	4	5

14. Are you aware of the potential bond measure on the May 2026 ballot that would fund a new building for Tigard's police, emergency response, and public works departments?

❍ Yes ❍ No

15. The City of Tigard is considering a bond measure for the 2026 ballot to fund a new building for the police, emergency response, and public works departments. If passed, it could increase property taxes by about $100 per year. How much would you support or oppose this measure?

❍ Strongly support ❍ Somewhat support ❍ Somewhat oppose ❍ Strongly oppose ❍ Don't know

Our last questions are about you and your household.
Again, all of your responses to this survey are confidential and no identifying information will be shared.

D1. In general, how many times do you:

	Several times a day	Once a day	A few times a week	Every few weeks	Less often or never	Don't know
Access the internet from your home using a computer, laptop, or tablet computer	1	2	3	4	5	6
Access the internet from your cell phone	1	2	3	4	5	6
Visit social media sites such as Facebook, X (formerly Twitter), Nextdoor, etc.	1	2	3	4	5	6
Use or check email	1	2	3	4	5	6
Share your opinions online	1	2	3	4	5	6
Shop online	1	2	3	4	5	6

D2. Please rate your overall health.

❍ Excellent ❍ Very good ❍ Good ❍ Fair ❍ Poor

D3. What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:

❍ Very positive ❍ Somewhat positive ❍ Neutral ❍ Somewhat negative ❍ Very negative

D4. How many years have you lived in Tigard?

❍ Less than 2 years
❍ 2-5 years
❍ 6-10 years
❍ 11-20 years
❍ More than 20 years

D5. Which best describes the building you live in?

❍ Single-family detached home
❍ Townhouse or duplex (may share walls but no units above or below you)
❍ Condominium or apartment (have units above or below you)
❍ Mobile home
❍ Other

D6. Do you rent or own your home?

❍ Rent
❍ Own

D7. About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance, and homeowners' association (HOA) fees)?

❍ Less than $300
❍ $300 to $599
❍ $600 to $999
❍ $1,000 to $1,499
❍ $1,500 to $2,499
❍ $2,500 to $3,999
❍ $4,000 to $6,999
❍ $7,000 to $9,999
❍ $10,000 or more

D8. Do any children 17 or under live in your household?

❍ No ❍ Yes

D9. Are you or any other members of your household aged 65 or older?

❍ No ❍ Yes

D10. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)

❍ Less than $25,000
❍ $25,000 to $49,999
❍ $50,000 to $74,999
❍ $75,000 to $99,999
❍ $100,000 to $149,999
❍ $150,000 to $199,999
❍ $200,000 to $299,999
❍ $300,000 or more

D11. Are you of Hispanic, Latino/a/x, or Spanish origin?

❍ No ❍ Yes

D12. What is your race? (Mark one or more races to indicate what race you consider yourself to be.)

❑ American Indian or Alaskan Native
❑ Asian
❑ Black or African American
❑ Native Hawaiian or Other Pacific Islander
❑ White
❑ A race not listed

D13. In which category is your age?

❍ 18-24 years
❍ 25-34 years
❍ 35-44 years
❍ 45-54 years
❍ 55-64 years
❍ 65-74 years
❍ 75 years or older

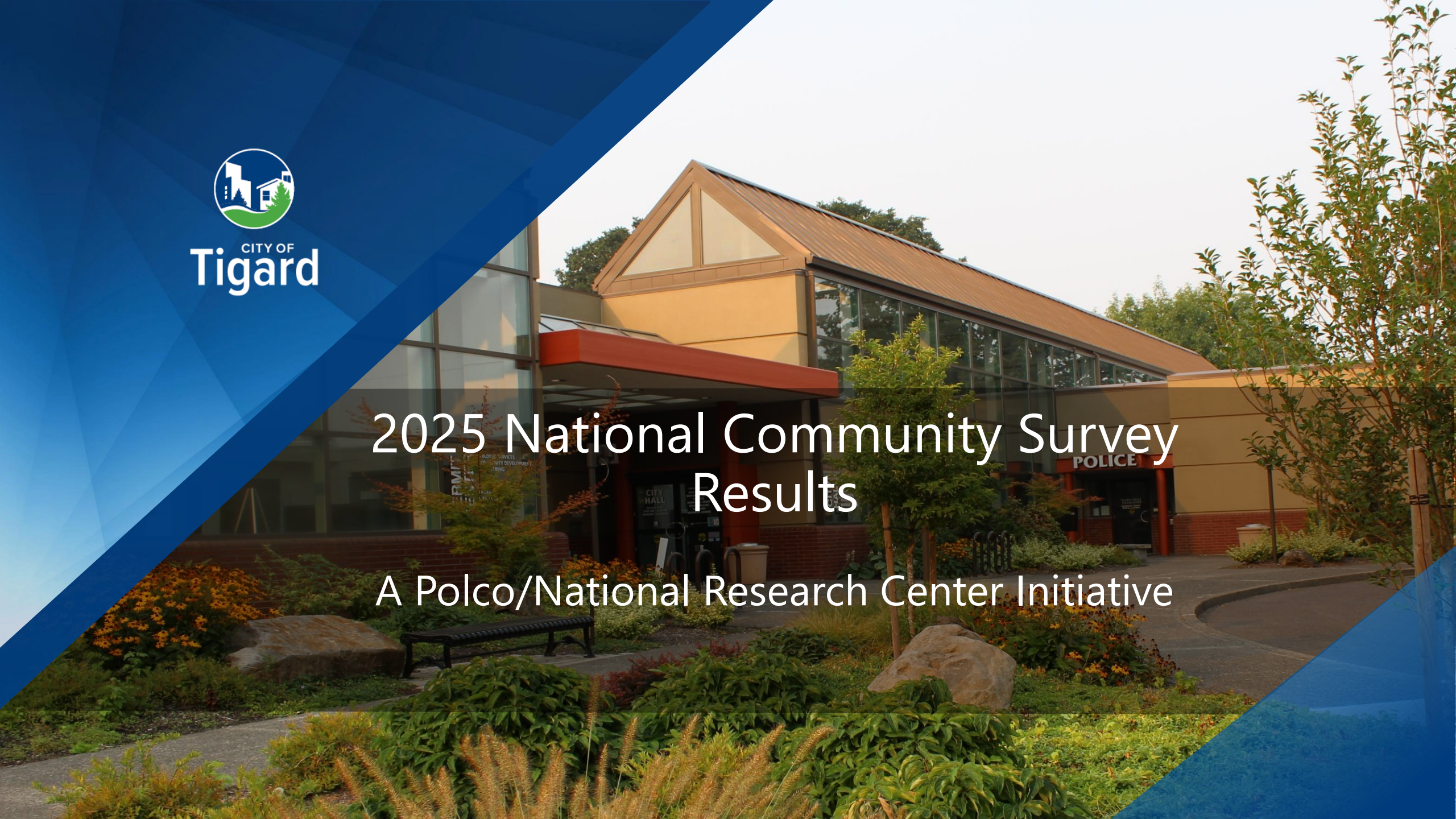
D14. What is your gender?

❍ Woman
❍ Man
❍ Identify in another way → go to D14a

D14a. If you identify in another way, how would you describe your gender?

❍ Agender/I don't identify with any gender
❍ Genderqueer/gender fluid
❍ Non-binary
❍ Transgender man
❍ Transgender woman
❍ Two-spirit
❍ Identify in another way

Thank you! Please return the completed survey in the postage-paid envelope to:
National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502



CITY OF Tigard

2025 National Community Survey Results

A Polco/National Research Center Initiative

2025 National Community Survey Overview

Livability factors of the National Community Survey



THE NCS™
THE NATIONAL COMMUNITY SURVEY™

Polco

Survey Demographics

- Representative sample of residents
- Results weighted to match Tigard demographics
- Postcard and letter were bilingual Spanish/English
- Online survey could be taken in language of choice using in-browser translator

Respondent Demographics & Weighting – p. 4 of PDF report

		Unweighted	Weighted	Target [4]
Age	18-34	9%	27%	27%
	35-54	29%	37%	37%
	55+	63%	36%	36%
Hispanic origin	No, not of Hispanic, Latino/a/x, or Spanish origin	96%	89%	89%
	Yes, I consider myself to be of Hispanic, Latino/a/x, or Spanish origin	4%	11%	11%
Housing tenure	Own	84%	61%	61%
	Rent	16%	39%	39%
Housing type	Attached	24%	41%	41%
	Detached	76%	59%	59%
Race & Hispanic origin	Not white alone	17%	29%	29%
	White alone, not Hispanic or Latino	83%	71%	71%
Sex	Man	39%	48%	48%
	Woman	61%	52%	52%
Sex/age	Man 18-34	3%	14%	14%
	Man 35-54	10%	18%	18%
	Man 55+	26%	17%	17%
	Woman 18-34	5%	13%	13%
	Woman 35-54	19%	19%	19%
	Woman 55+	37%	19%	19%

Overall Highlights

While Tigard is experiencing some challenges - particularly in areas like transportation and economic development - there are also clear indicators of progress.

- Majority of residents **continue to rate Tigard positively as a place to live (80%) and work (73%)**
- Compared to 2023, **more respondents felt safe from property crime and violent crime**
- About **7 in 10 participants felt that the Tigard community does an excellent or good job at making all residents feel welcome**
- The quality of Tigard's **drinking water remains higher than the national benchmark**



Tigard Police Department Officers

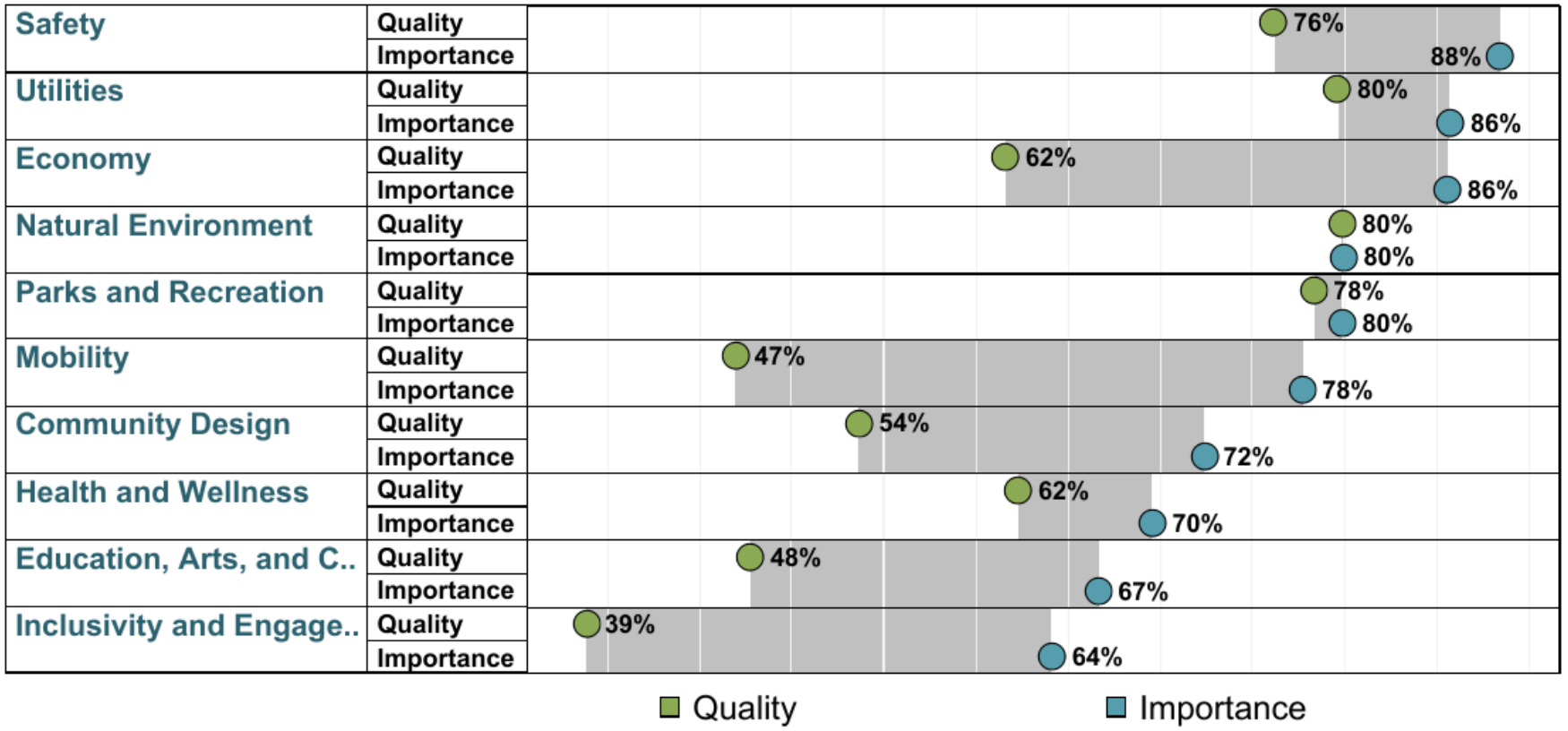
Areas of Greatest Change Since 2023

Item	*Increase*
• Safety from violent crime	12%
• Water resources (lakes, ponds, riverways, etc.)	10%
• Tigard as a place to work	8%
• Crime prevention	8%
• Vibrancy of downtown/commercial area	8%

Areas of Greatest Change Since 2023

Item	*Decrease*
• Economic development	17%
• Bus or transit services	16%
• Overall image or reputation of Tigard	12%
• Treating all residents fairly	12%
• Informing residents about issues facing the community	11%

Gap Analysis



Gap Analysis – p. 7 of PDF report

Council Goal 1 – Community Design Facet

GOAL 1: Create housing opportunities for current and future residents

↑ ❑ "Variety of housing options" rose from 47% to 52% excellent or good from 2023

↓ ❑ "Availability of affordable quality housing," (19%) "Well-planned residential growth" (37%), and "Overall quality of new development" (48%) fell

❑ Demographics note: most likely to rate "variety of housing options" as good or excellent – income $200,000 +



Red Rock Creek Commons Housing Development on SW 68th Pkwy

Council Goal 2 – Economy Facet

GOAL 2: Elevate economic opportunities for current and future residents

↓ Perception of economic development saw a decrease from 57% good or excellent to 40% - but similar to benchmark

⇆ Ratings of overall quality and variety of business and service establishments remained stable

Demographics note: 29% of respondents "not white alone" rated economic development "poor" as compared with "white alone" at 5%



Owners of Tigard's Good Cake Bakery - Jay Burton and Edgar Contreras

Council Goal 3 – Multiple Facets

GOAL 3: Cultivate Tigard as a great place to live, work, & play

↓ Mobility
- Overall quality of transportation system remained stable (47% good or excellent – similar to benchmark)
- Ease of travel, traffic flow, street repair, and other measures saw decreases or were lower than benchmark

↑ Natural Environment and Parks & Recreation
- 4 different markers related to natural resources improved from 2023
- "Recreation centers or facilities" remains lower than benchmark

↓ Education, Arts, & Culture
- Surprisingly, all 8 markers within the facet went down since 2025
- Only one is lower than benchmark – adult educational opportunities: 26% "good or excellent" (lower 13th percentile of all communities surveyed)



Main Street

Council Goal 4 – Facilities Custom Questions

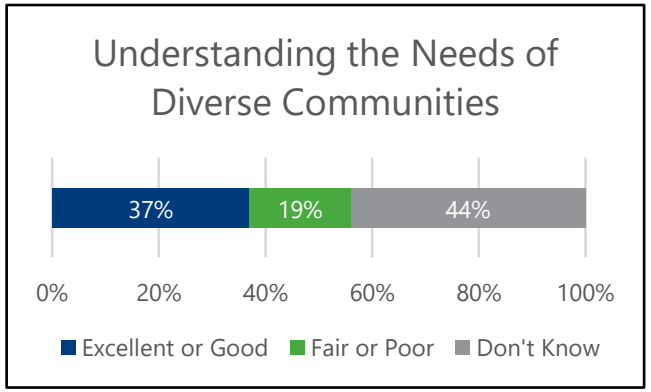
GOAL 4: Deliver resilient, sustainable, and well-maintained facilities that provide reliable and efficient services to our community

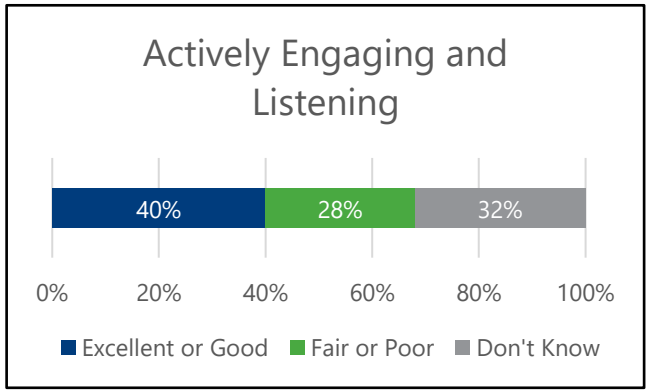
Please rate the physical condition of the following City of Tigard facilities:	Tigard Police Department (located in City Hall)	Excellent	12%
		Good	33%
		Fair	8%
		Poor	3%
		Don't know	44%
	Tigard Public Works building	Excellent	11%
		Good	29%
		Fair	9%
		Poor	3%
		Don't know	48%

Are you aware of the potential bond measure on the May 2026 ballot that would fund a new building for Tigard's police, emergency response, and public works departments?	Yes	49%
	No	51%
The City of Tigard is considering a bond measure for the 2026 ballot to fund a new building for the police, emergency response, and public works departments. If passed, it could increase property taxes by about $100 per year. How much would you support or oppose this measure?	Strongly support	22%
	Somewhat support	38%
	Somewhat oppose	10%
	Strongly oppose	21%
	Don't know	9%

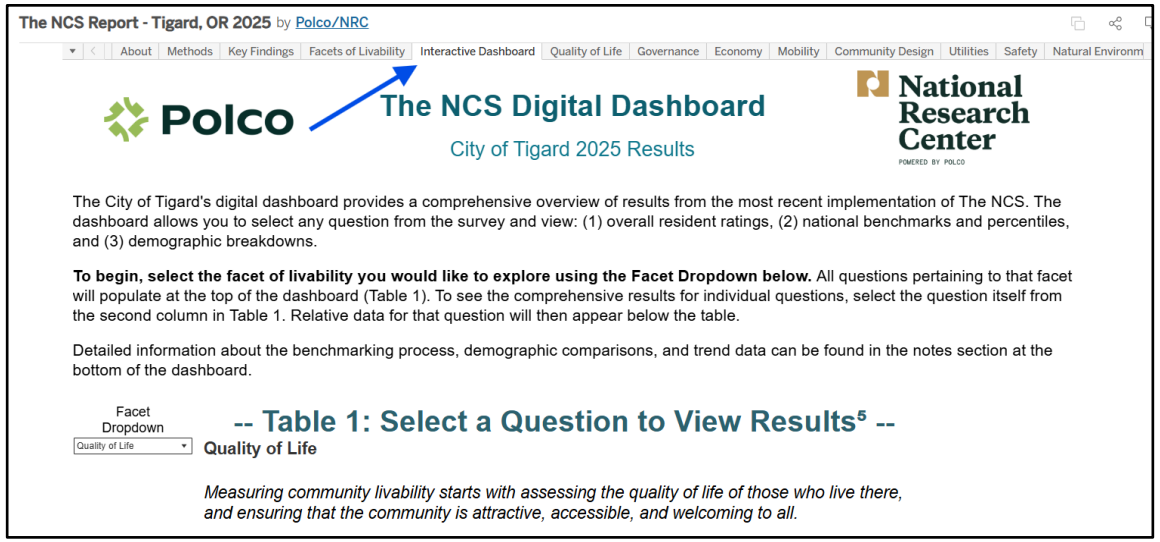
Equitable Engagement Custom Questions

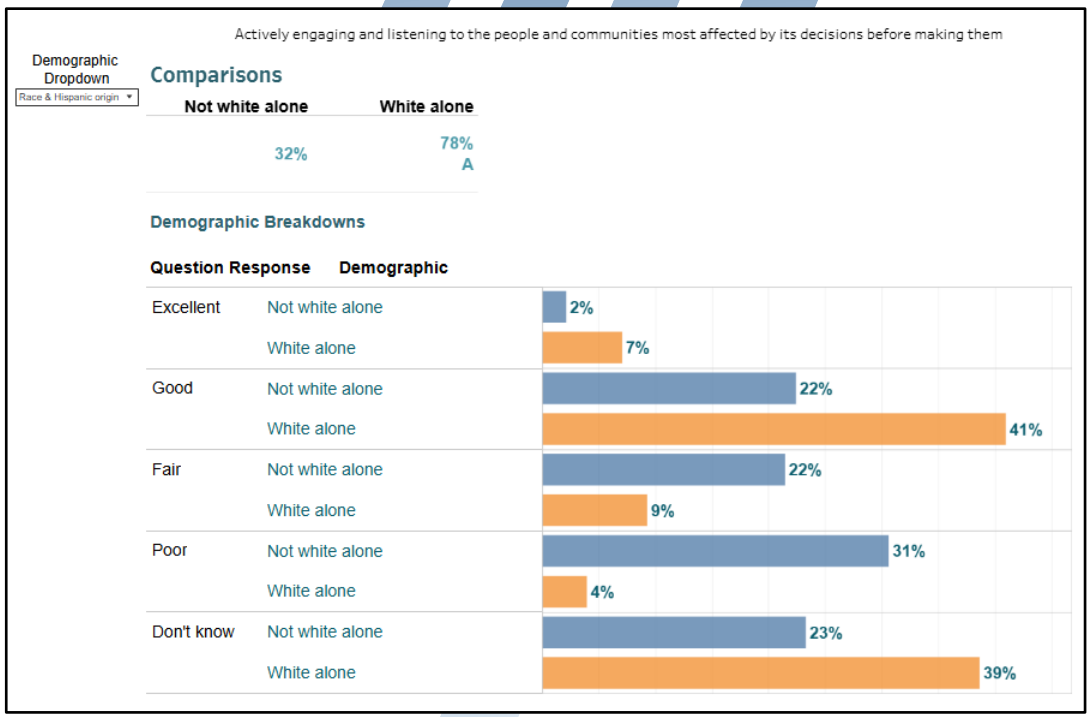
Please rate the following categories of Tigard government performance.	Understanding and representing the needs of underrepresented and diverse communities	Excellent	13%
		Good	24%
		Fair	11%
		Poor	8%
		Don't know	44%
	Actively engaging and listening to the people and communities most affected by its decisions before making them	Excellent	6%
		Good	34%
		Fair	14%
		Poor	14%
		Don't know	32%





Interactive Dashboard





https://public.tableau.com/app/profile/polco.nrc/viz/TheNCSReport-TigardOR2025/About

Next Steps

- ❑ How will we pursue excellence considering these results?
- ❑ What areas deserve priority attention, and how should we proceed?
- ❑ Questions?

Thank you



AIS-5874 **8.**

Business Meeting

Meeting Date: 08/12/2025

Length (in minutes): 30 Minutes

Agenda Title: Briefing on Safe Streets for All (SS4A) Action Plan

Authored By: Courtney Furman

Presented By: Principal Engineer Furman, Principal Transportation Planner Gehrke, & Toole Design Consultant Talia Jacobson

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

In 2022, the city received a Safe Streets for All (SS4A) planning grant from the US Department of Transportation (USDOT). This briefing provides an update on the related Action Plan, a requirement of the grant, which is now underway. This corresponds to CIP 95079.

ACTION REQUESTED

This is an update of the Safe Streets for All (SS4A) Action Plan project. The project is split into four phases: (1) Envision, (2) Understand, (3) Resolve, and (4) Commit. The previous update to Council for the Understand Phase was in February 2025. This update is for the Resolve Phase. No action is needed by Council.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

In 2022, in coordination with Metro, Washington County, and the cities within East Multnomah County, the City of Tigard was awarded $240,000 in federal Safe Streets and Roads for All (SS4A) funding as a sub-recipient to Metro to develop a local comprehensive transportation safety action plan. A leadership commitment to eliminate traffic deaths and serious injuries is a required component of the grant to support development of a new comprehensive transportation safety action plan for the City of Tigard. In August 2023, Tigard City Council made a commitment by resolution to eliminate traffic deaths and serious injuries on city streets and roads using a Safe Systems approach to prioritize transportation safety.

The Safe Streets for All (SS4A) Action Plan project (CIP 95079) commenced work with consultant support in May 2024. City Council approved the consultant contract in February 2024.

Public Involvement

The project will include a robust public engagement process with the following goals in mind:

- Educate the community about the Safe Systems Approach and what the city is trying to accomplish.

- Support personal connection and buy-in for Tigard's vision of equitable, safe transportation.

- Honor resident's lived experience alongside data to better understand safety concerns and priorities.
- Help the community understand that different agencies own different streets, and solutions may move forward in different ways on different parts of the network.
- Build an understanding of city functions and interest in participating in other civic efforts.
- Provide avenues for addressing concerns on partner-owned streets.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
Tigard's SS4A Action Plan will support the city's adopted Strategic Plan priorities related to walkability and equity, the city's Complete Streets policy, and the recently adopted 2040 Transportation System Plan (2040 TSP). A formalized commitment developed through the SS4A planning process will directly support the Council's 2025-2027 goal to "Cultivate Tigard as a great place to live, work, and play."

ALTERNATIVES & RECOMMENDATION

N/A

ADDITIONAL RESOURCES

N/A

Attachments

Summary Sheets

Presentation

Glossary

Angle

A crash where the **front of one vehicle strikes the side** of another. It is also known as a broadside or T-bone crash.

Disregard Traffic Control

A crash where a driver or other street user **does not obey a signal or stop sign.**

Failure to Yield

A crash where a driver or other street user **does not obey a yield sign** (or rule of the road) that gives another street user the right to go first.

Fixed Object

A crash where a vehicle **strikes a stationary object** such as a telephone pole, a tree, or a guardrail.

Head On

A crash involving vehicles **moving in opposite directions** in which the initial contact is on the fronts of both vehicles.

Out of Control

A crash that occurs **after a driver loses control** of a vehicle.

Rear End

A crash where the **front of one vehicle collides with the rear** of another vehicle.

Sideswipe

A crash where the **sides of two vehicles collide while traveling alongside each other,** either in the same or opposite directions.

Turning Movement

A crash where vehicles collide when **one or both vehicles are turning.**

CORRIDOR PROFILE

1 SW 68th/69th Avenue



SPEED LIMIT

25-30mph

FUNCTIONAL CLASS

Collector

LENGTH (MILES)

1.4

TOP CRASH TYPES

45% TURNING MOVEMENT

31% REAR-END

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

3% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

31% FAILURE TO YIELD

24% DISREGARD TRAFFIC CONTROL

CRASH LOCATIONS

INTERSECTION **86%**

MID-BLOCK **14%**

CRASH SEVERITY

0 FATAL INJURY

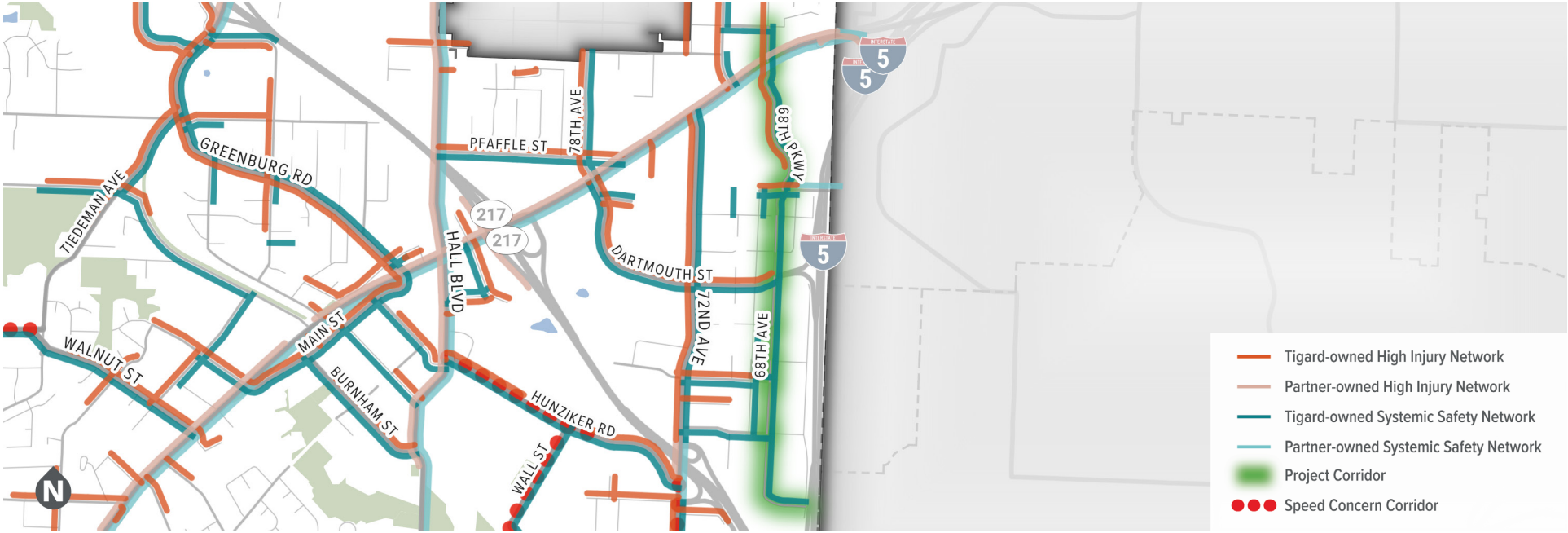
1 SERIOUS INJURY

5 MINOR INJURY

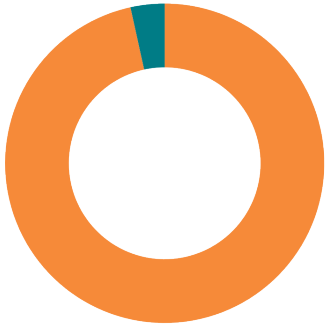
6 POSSIBLE INJURY

17 NO INJURY

1 SW 68th/69th Avenue



CRASHES BY MODE



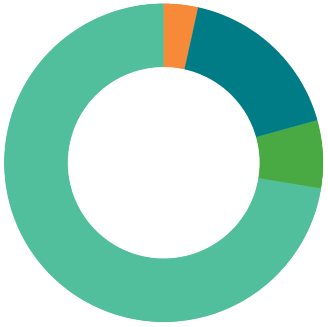
28 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



72% DAYLIGHT

7% TWILIGHT

17% DARK/LIT

3% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

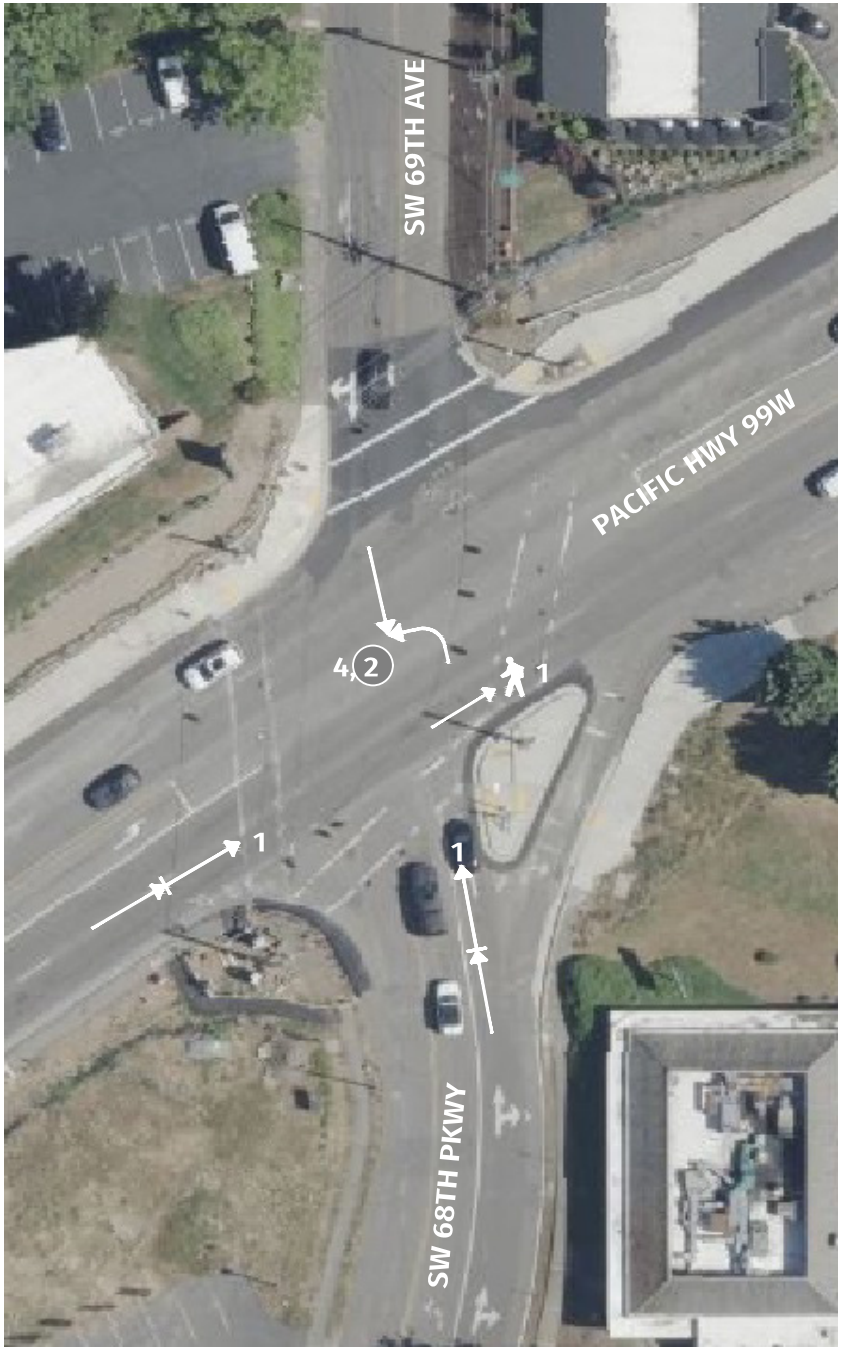
1 SW 68th/69th Avenue

#
NUMBER OF CRASHES

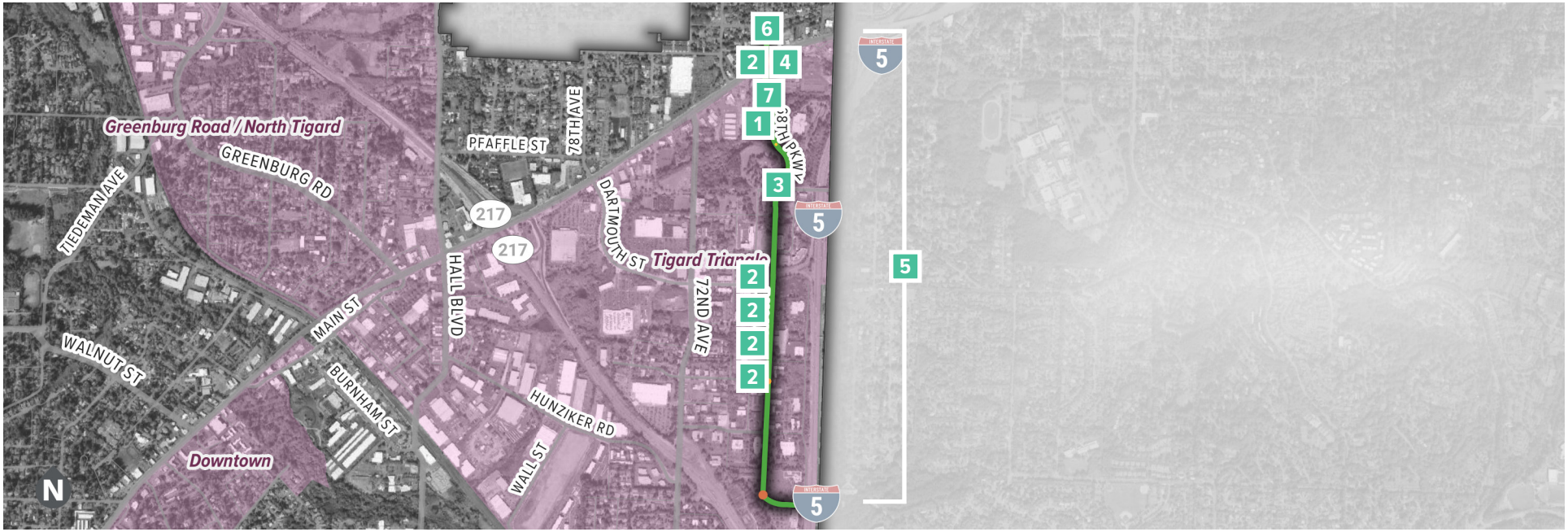
TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.



1 SW 68th/69th Avenue



SAFETY ISSUES AND COUNTERMEASURES

1 Crashes happening on curves
MANAGE SPEEDS

2 Crossing improvements needed
ENHANCED CROSSING

3 Crossing improvements needed
STUDY ROUNDABOUT

4 Turning-related crashes
MANAGE TURNS

5 Limited sightlines at intersections (throughout corridor)
IMPROVE SIGHTLINES

6 Poor Illumination
INSTALL STREET LIGHTING

7 Limited sightlines
MANAGE TURNS

CORRIDOR PROFILE

2 SW Bonita Road



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.56

TOP CRASH TYPES

53% REAR-END

42% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

3% ALCOHOL-INVOLVED

3% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

42% FOLLOWING TOO CLOSE

42% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION 37%

MID-BLOCK 63%

CRASH SEVERITY

0 FATAL INJURY

1 SERIOUS INJURY

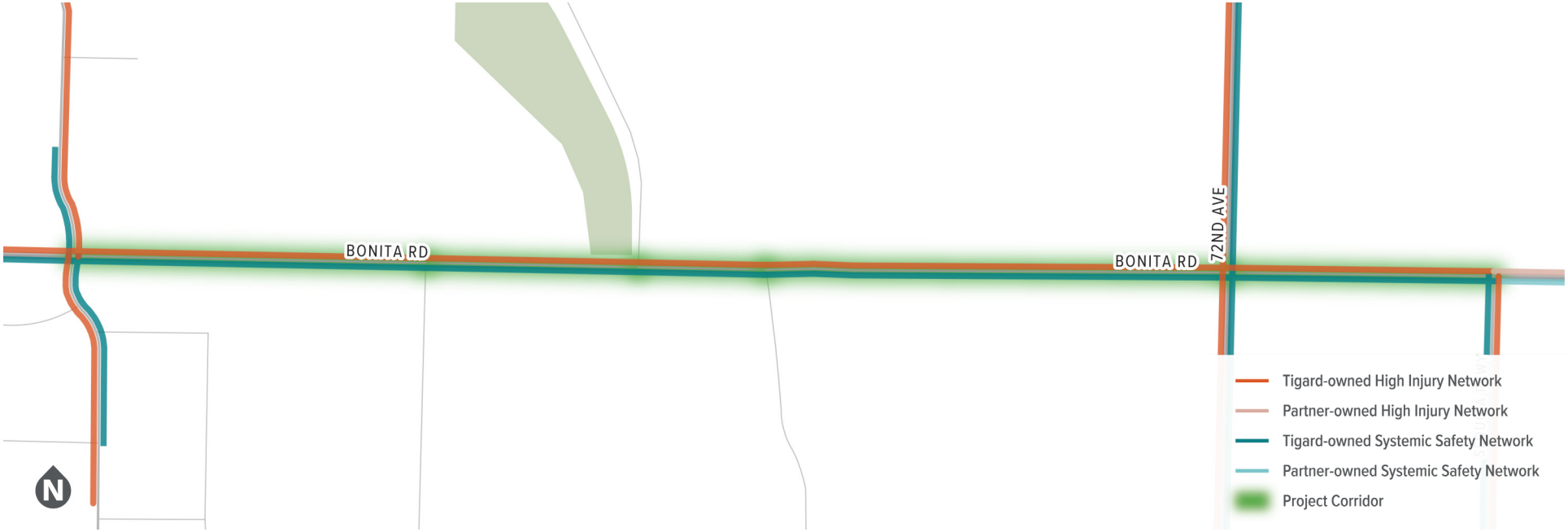
2 MINOR INJURY

21 POSSIBLE INJURY

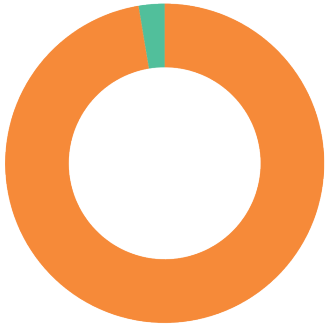
14 NO INJURY

CORRIDOR PROFILE

2 SW Bonita Road



CRASHES BY MODE



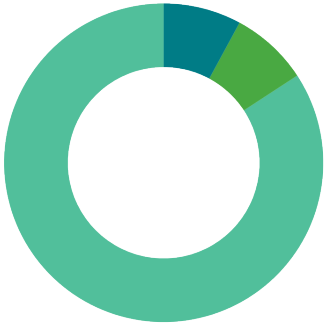
37 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



84% DAYLIGHT

8% TWILIGHT

8% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

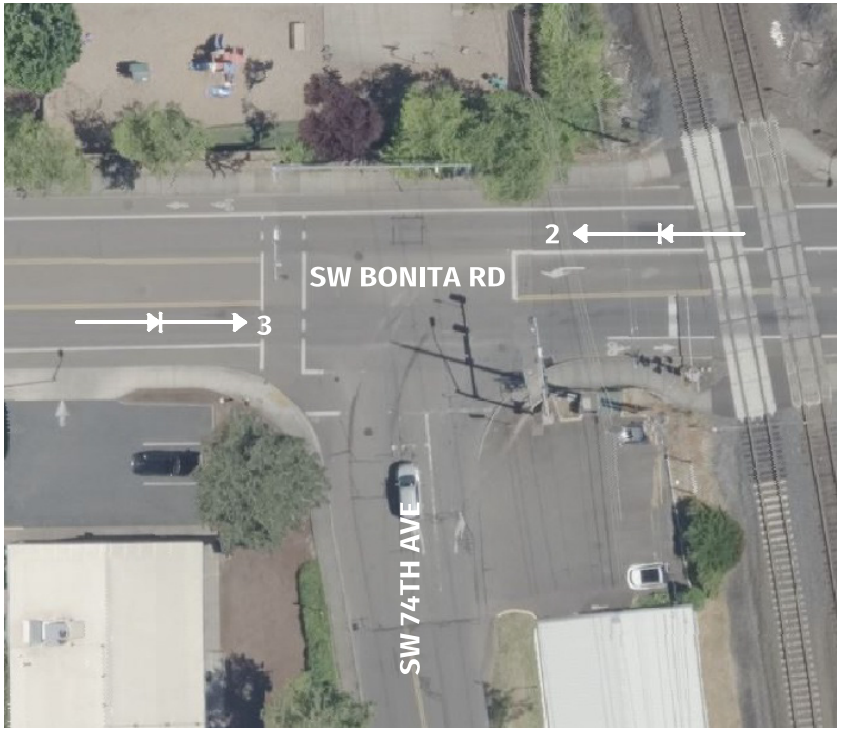
2 SW Bonita Road

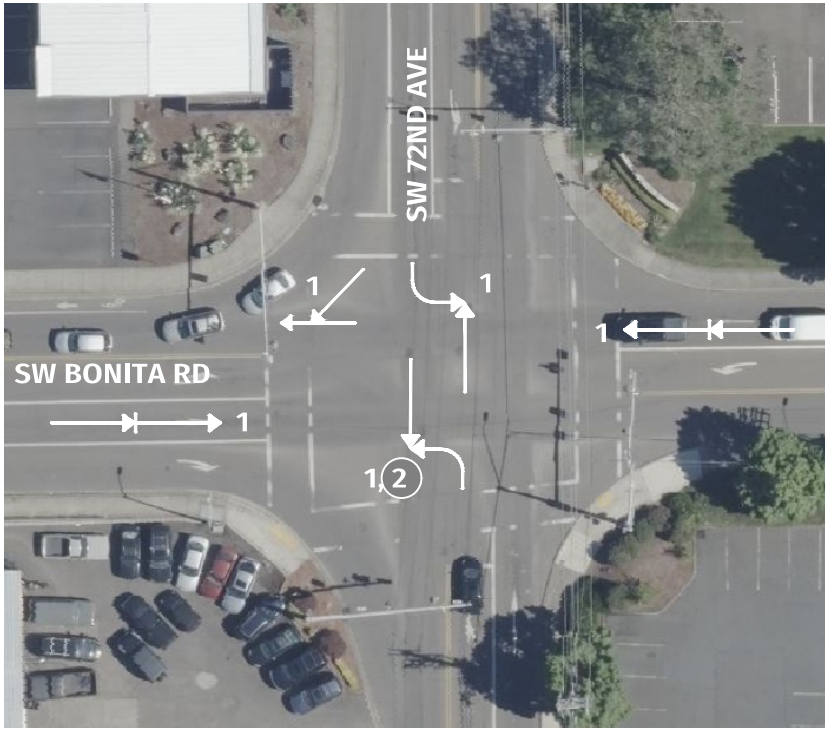
#
NUMBER OF CRASHES

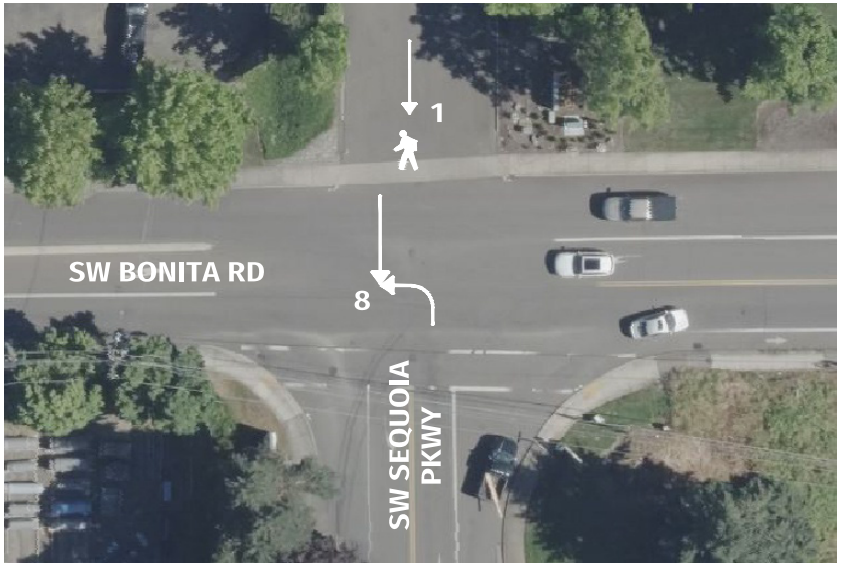
TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.







2 SW Bonita Road



SAFETY ISSUES AND COUNTERMEASURES

1 Crossing improvements needed
ENHANCED CROSSING

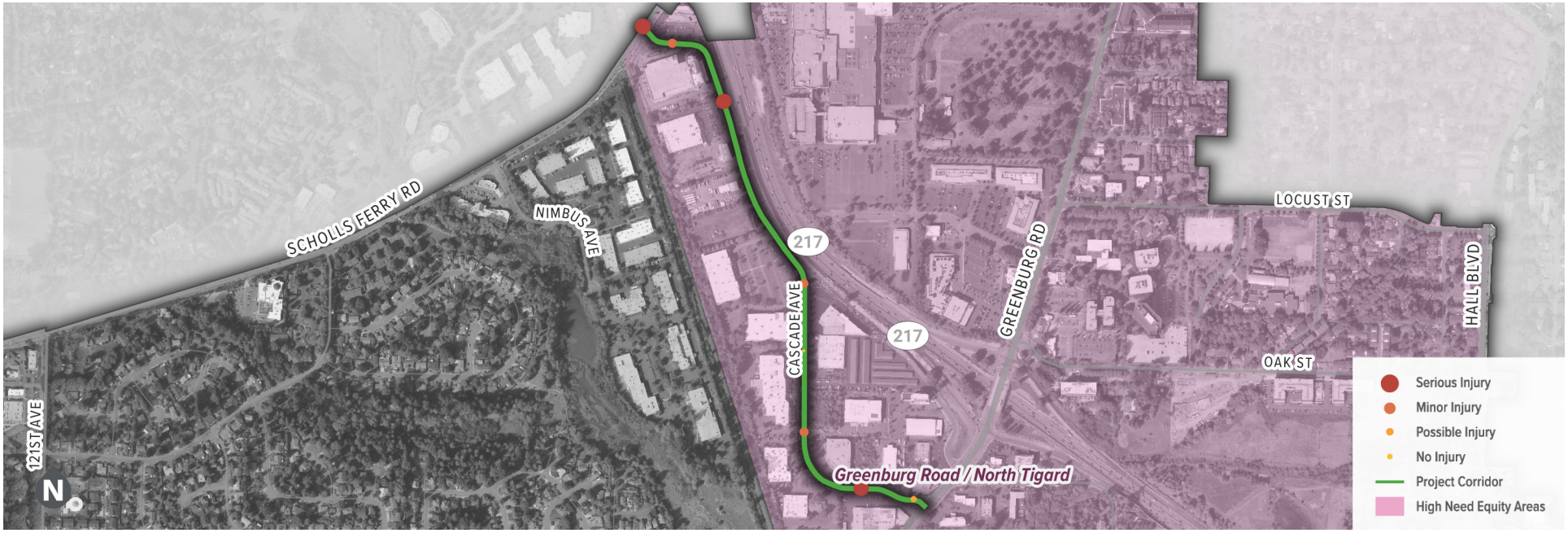
2 More warning needed before signals
SIGNAL VISIBILITY

3 Turning-related crashes
MANAGE TURNS

4 Speeding concerns
MANAGE SPEEDS

5 Turning-related crashes
INTERSECTION CONTROL

3 SW Cascade Avenue



SPEED LIMIT
30 mph

FUNCTIONAL CLASS
Collector

LENGTH (MILES)
0.75

TOP CRASH TYPES

33% ANGLE

33% REAR-END

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

7% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

33% FOLLOWING TOO CLOSE

22% DISREGARD TRAFFIC CONTROL

CRASH LOCATIONS

INTERSECTION 67%

MID-BLOCK 33%

CRASH SEVERITY

0 FATAL INJURY

4 SERIOUS INJURY

6 MINOR INJURY

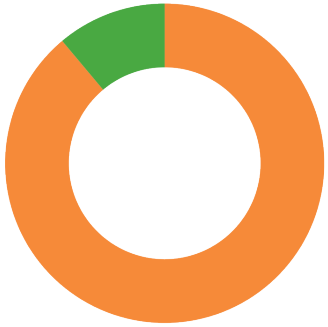
11 POSSIBLE INJURY

6 NO INJURY

3 SW Cascade Avenue



CRASHES BY MODE



24 MOTOR VEHICLE

3 MOTORCYCLE

0 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



78% DAYLIGHT

4% TWILIGHT

19% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

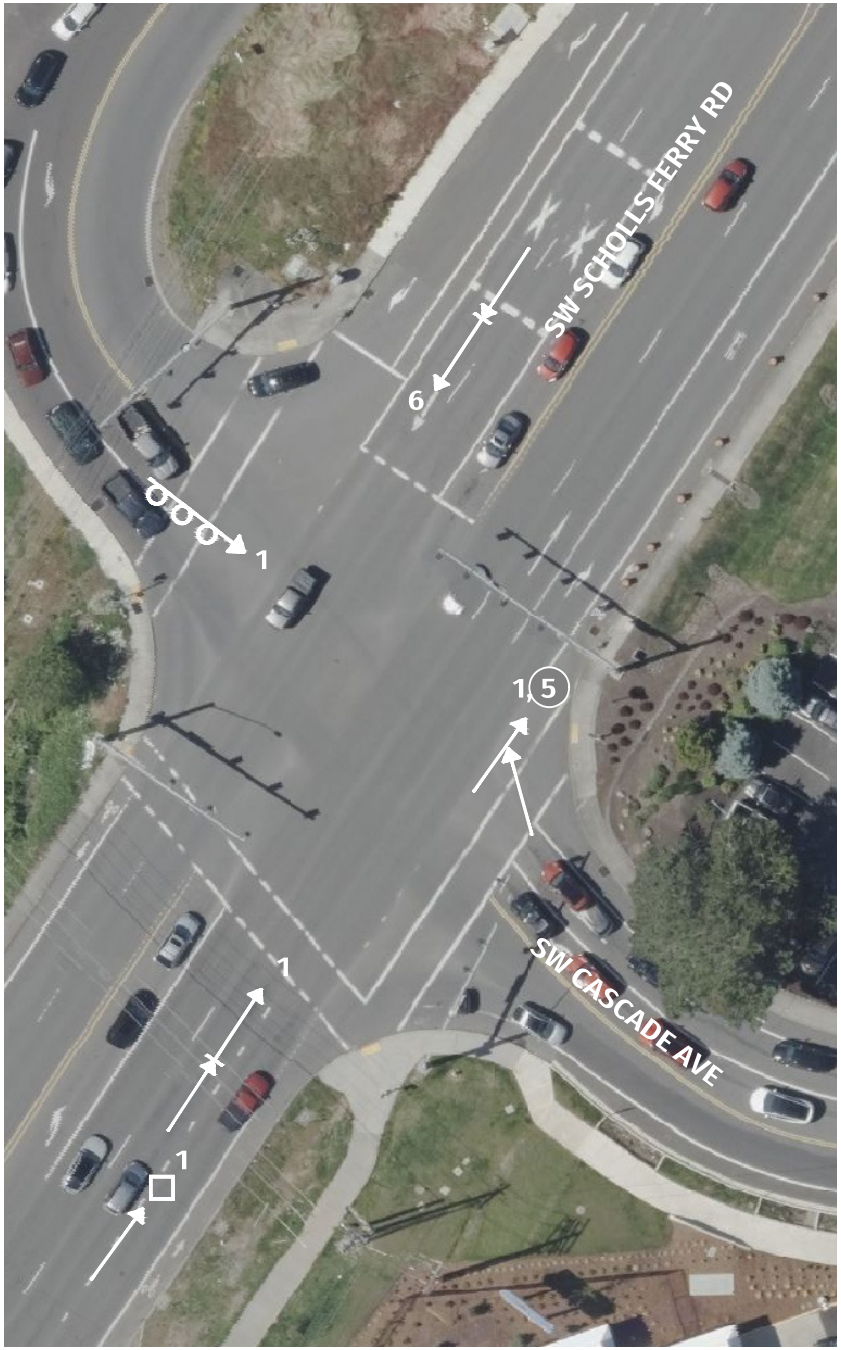
3 SW Cascade Avenue

#
NUMBER OF CRASHES

TYPE OF CRASH

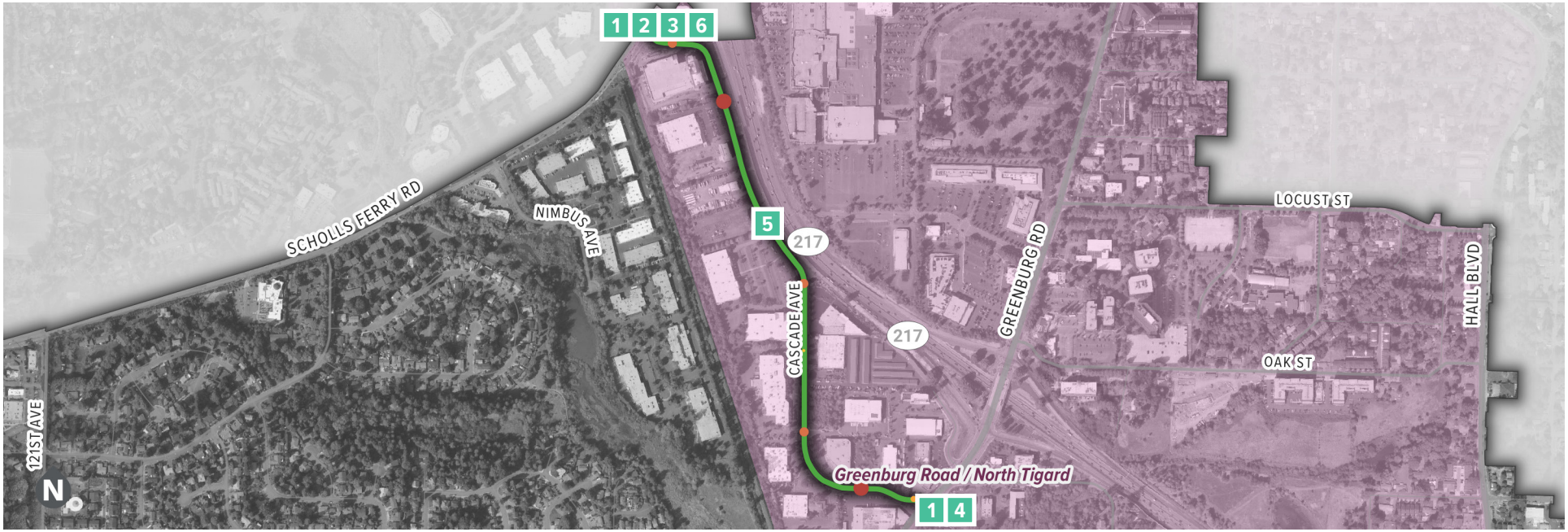
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

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3 SW Cascade Avenue



SAFETY ISSUES AND COUNTERMEASURES

1 More warning needed before signals
SIGNAL VISIBILITY

2 Turning-related crashes
MANAGE TURNS

3 Crashes happening on curves
MANAGE SPEEDS

4 Crossing improvements needed
ENHANCED CROSSING

5 Many conflict points
ENHANCED CROSSING

6 Poor Illumination
INSTALL STREET LIGHTING

CORRIDOR PROFILE

4 SW Dartmouth Street



SPEED LIMIT
25-35 mph

FUNCTIONAL CLASS
Collector

LENGTH (MILES)
0.75

TOP CRASH TYPES

47% TURNING MOVEMENT

23% REAR-END

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

5% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

40% FAILURE TO YIELD

20% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION **55%**

MID-BLOCK **45%**

CRASH SEVERITY

0 FATAL INJURY

2 SERIOUS INJURY

12 MINOR INJURY

31 POSSIBLE INJURY

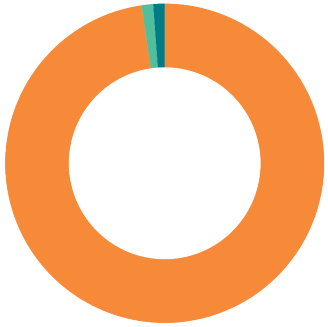
41 NO INJURY

CORRIDOR PROFILE

4 SW Dartmouth Street



CRASHES BY MODE



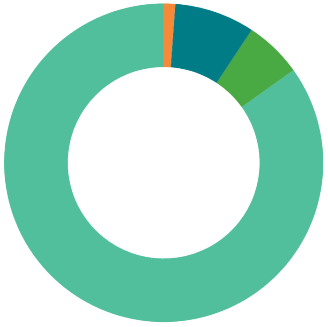
84 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



85% DAYLIGHT

6% TWILIGHT

8% DARK/LIT

1% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

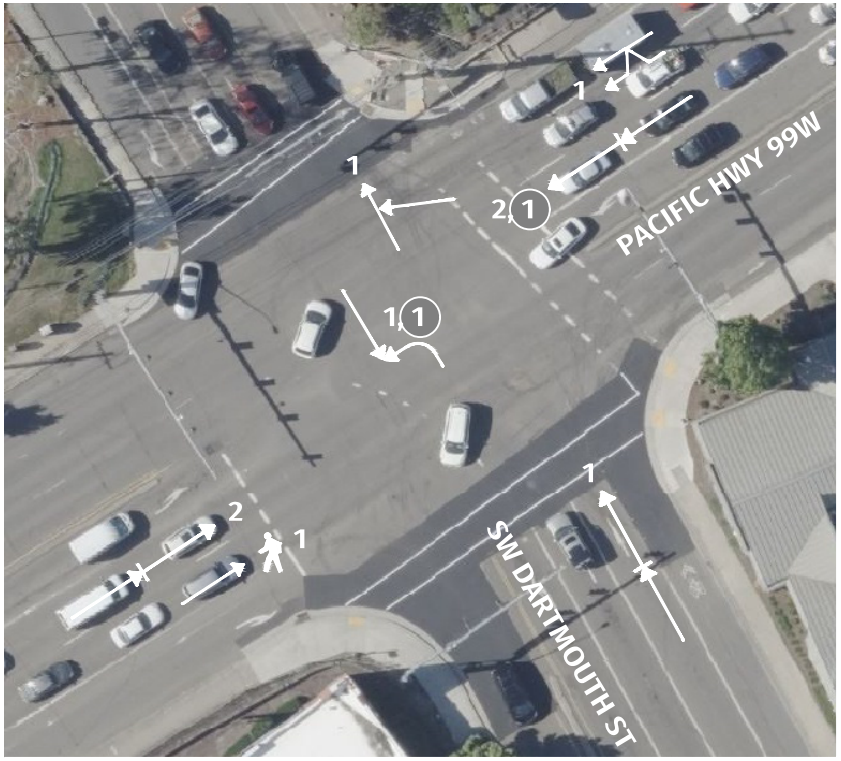
4 SW Dartmouth Street

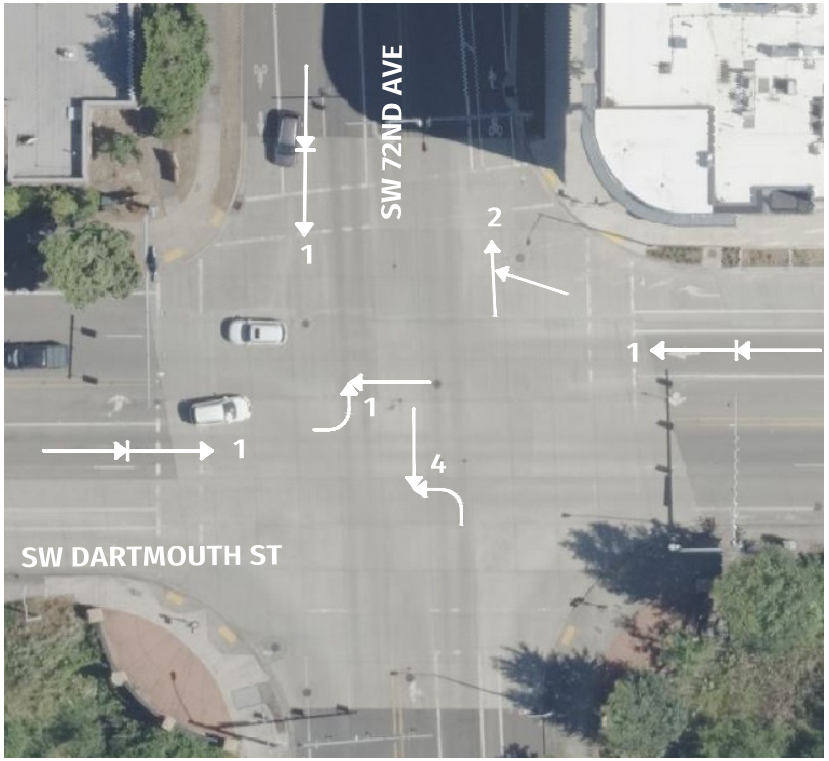
#
NUMBER OF CRASHES

TYPE OF CRASH

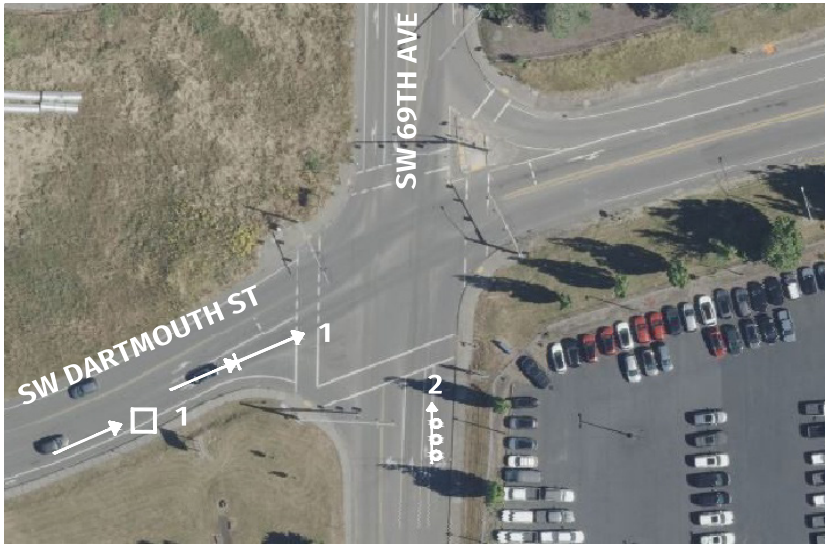
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.

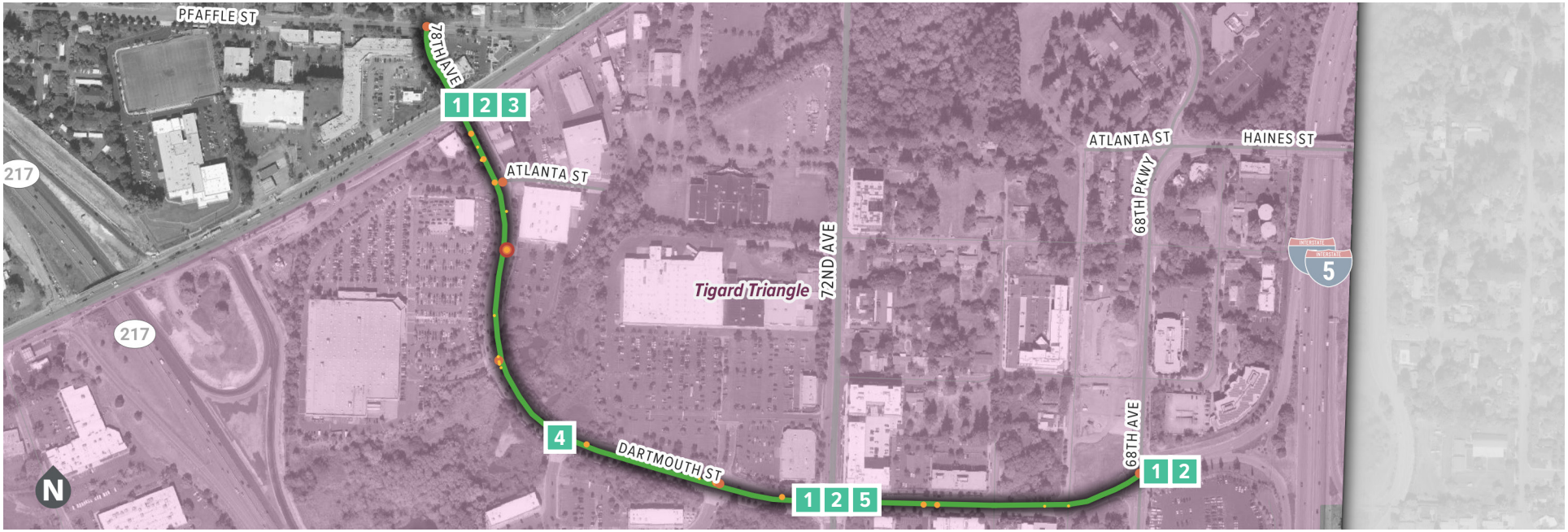








4 SW Dartmouth Street



SAFETY ISSUES AND COUNTERMEASURES

1 More warning needed before signals
SIGNAL VISIBILITY

2 Crossing improvements needed
ENHANCED CROSSING

3 Crossing improvements needed
ENHANCED CROSSING

4 Limited sightlines at intersections
IMPROVE SIGHTLINES

5 Turning-related crashes
MANAGE TURNS

CORRIDOR PROFILE

5 SW Durham Road



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.63

TOP CRASH TYPES

71% REAR-END

20% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

1% ALCOHOL-INVOLVED

4% SPEED-INVOLVED

1% DRUG-INVOLVED

TOP CRASH BEHAVIORS

59% FOLLOWING TOO CLOSE

14% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION 39%

MID-BLOCK 61%

CRASH SEVERITY

0 FATAL INJURY

2 SERIOUS INJURY

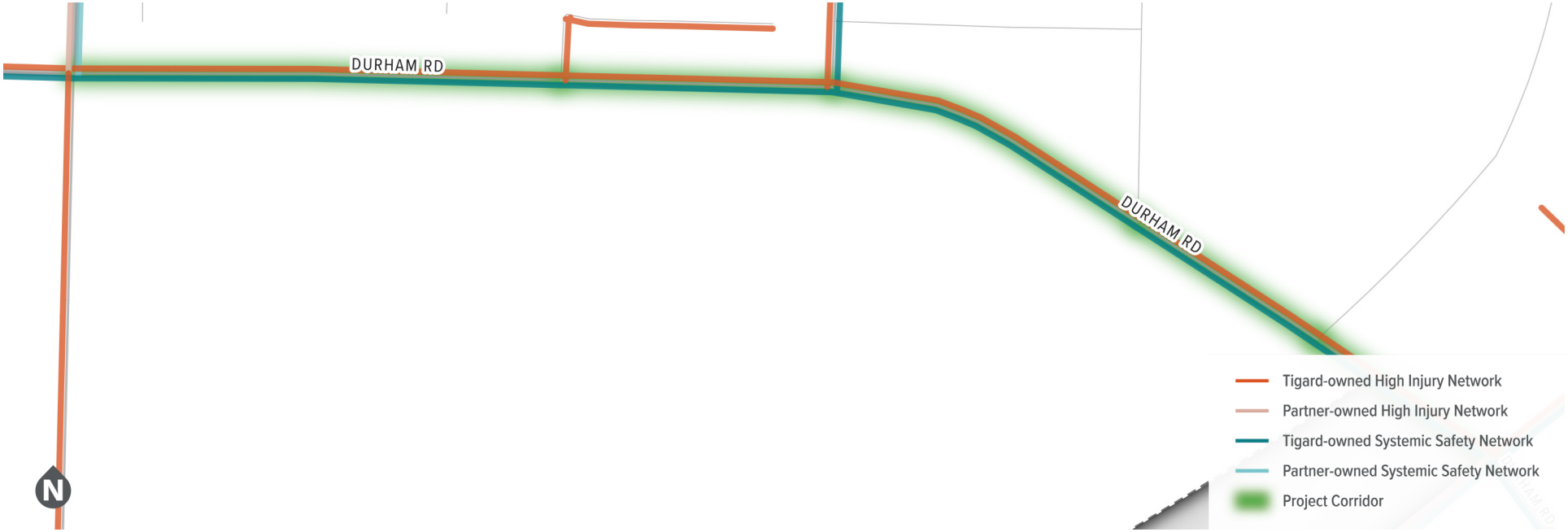
15 MINOR INJURY

24 POSSIBLE INJURY

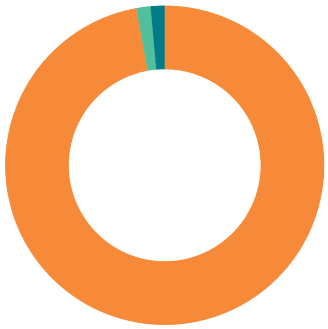
29 NO INJURY

CORRIDOR PROFILE

5 SW Durham Road



CRASHES BY MODE



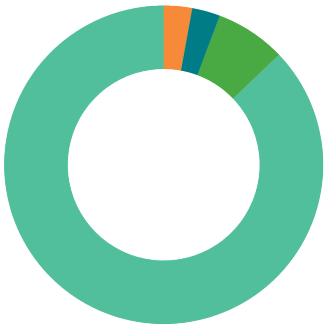
68 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



87% DAYLIGHT

7% TWILIGHT

3% DARK/LIT

3% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

5 SW Durham Road

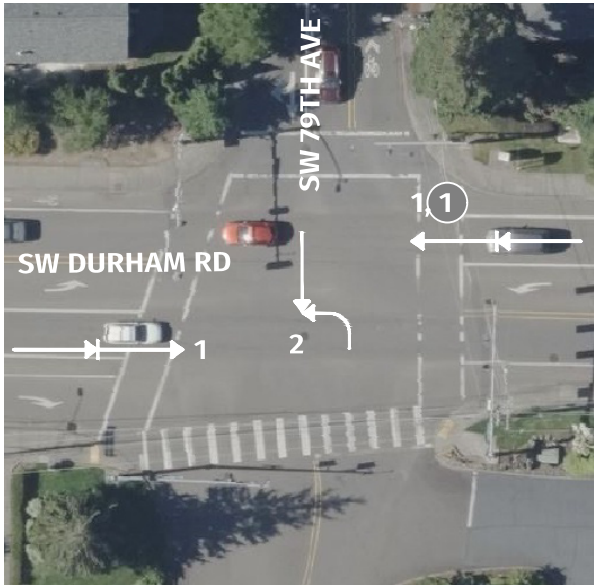
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NUMBER OF CRASHES

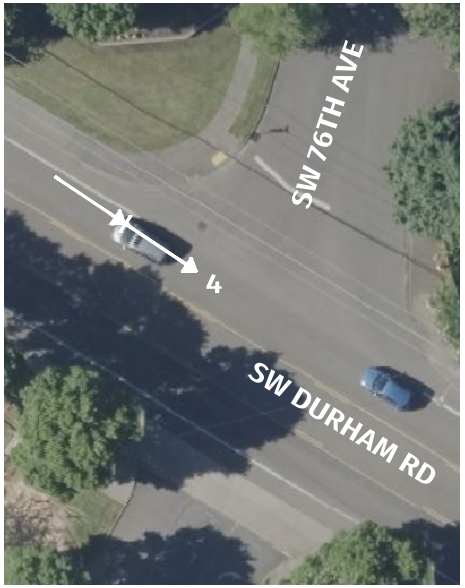
TYPE OF CRASH

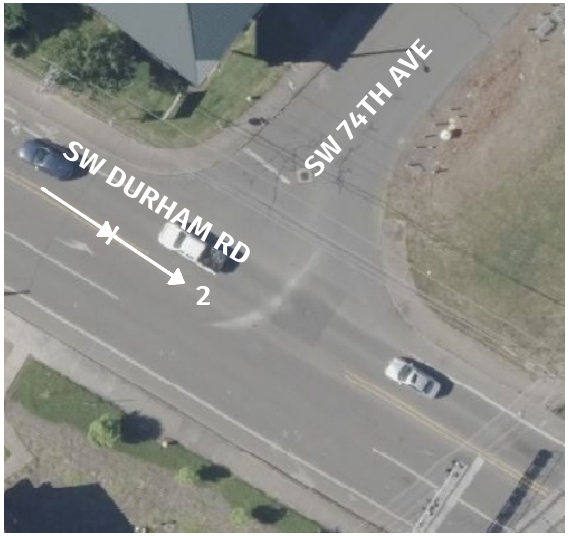
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

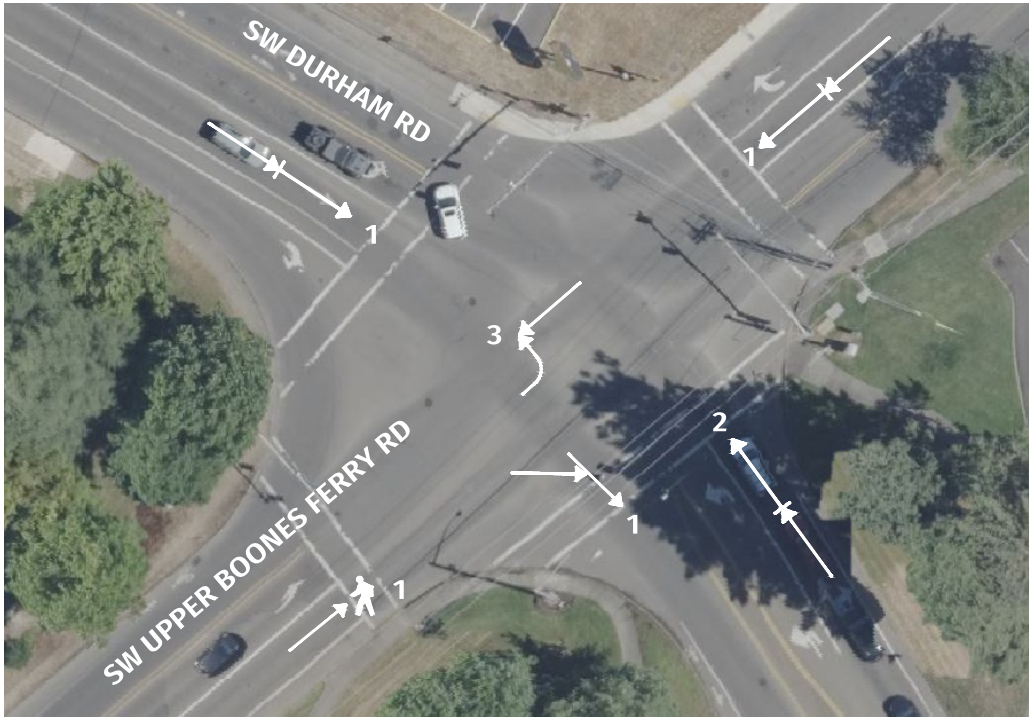
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5 SW Durham Road



SAFETY ISSUES AND COUNTERMEASURES

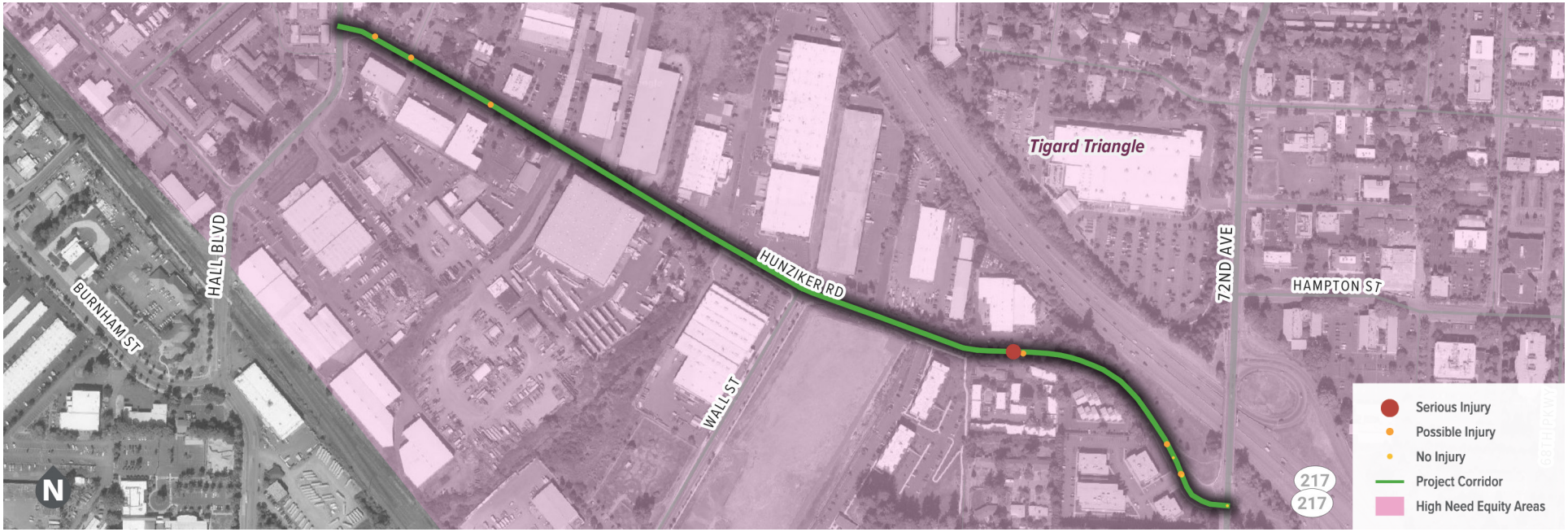
1 More warning needed before signals

SIGNAL VISIBILITY

2 Crossing improvements needed

ENHANCED CROSSING

6 SW Hunziker Road



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Collector

LENGTH (MILES)
0.73

TOP CRASH TYPES

31% REAR-END

31% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

0% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

23% FOLLOWING TOO CLOSE

23% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION **31%**

MID-BLOCK **69%**

CRASH SEVERITY

0 FATAL INJURY

1 SERIOUS INJURY

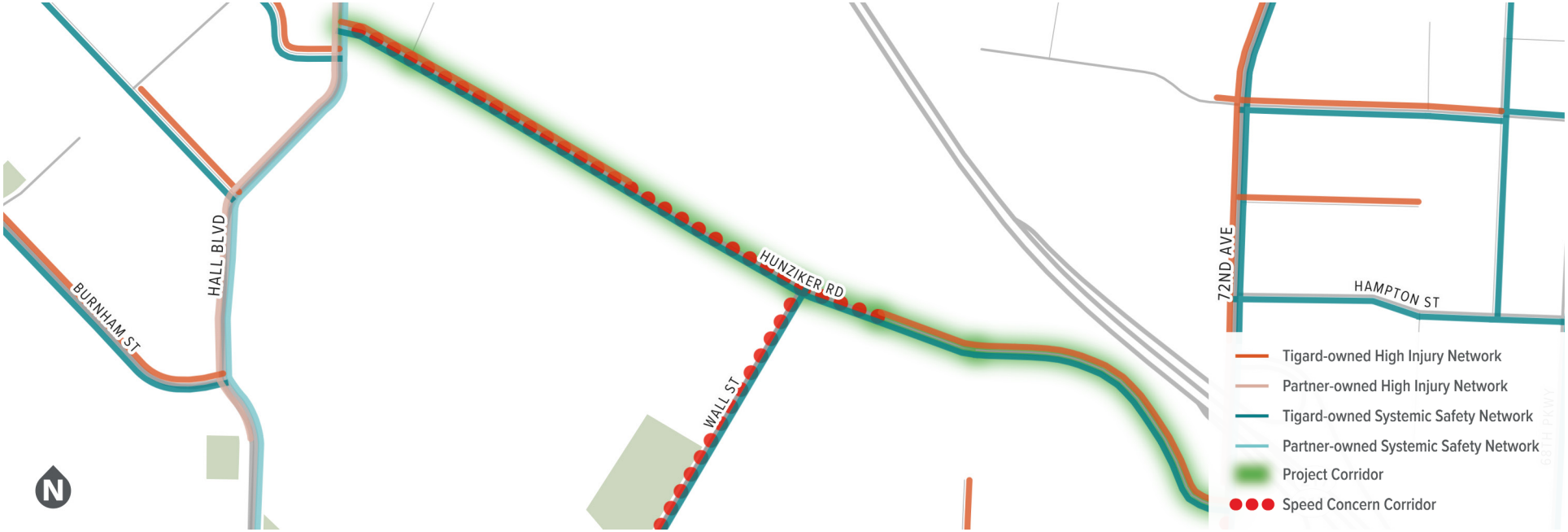
0 MINOR INJURY

7 POSSIBLE INJURY

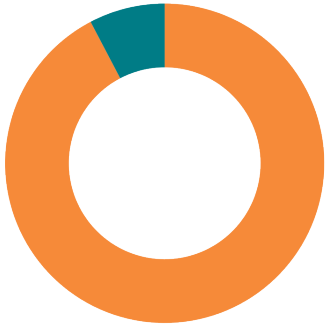
5 NO INJURY

CORRIDOR PROFILE

6 SW Hunziker Road



CRASHES BY MODE



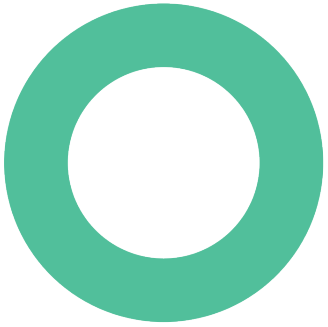
12 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



100% DAYLIGHT

0% TWILIGHT

0% DARK/LIT

0% DARK/UNLIT

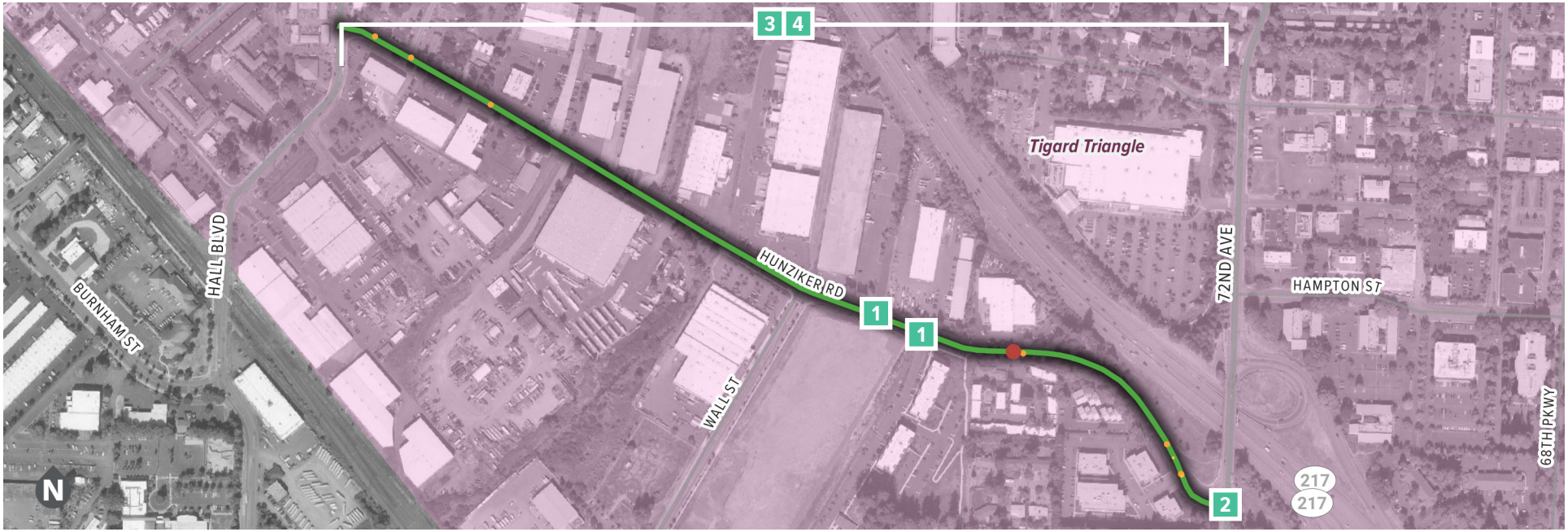
0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

6 SW Hunziker Road



SAFETY ISSUES AND COUNTERMEASURES

1 Crossing improvements needed

ENHANCED CROSSING

2 Crashes happening on curves

MANAGE SPEEDS

3 Speeding concerns (throughout corridor)

MANAGE SPEEDS

4 Lack of continuous pedestrian network (throughout corridor)

FILL SIDEWALK GAPS

CORRIDOR PROFILE

7 SW Main Street



SPEED LIMIT

20 mph

FUNCTIONAL CLASS

Collector

LENGTH (MILES)

0.54

TOP CRASH TYPES

39% REAR-END

17% SIDESWIPE

TOP CRASH BEHAVIORS

43% FOLLOWING TOO CLOSE

13% OTHER

TOP CRASH CONTRIBUTING FACTORS

9% ALCOHOL-INVOLVED

0% SPEED-INVOLVED

0% DRUG-INVOLVED

CRASH LOCATIONS

INTERSECTION **70%**

MID-BLOCK **30%**

CRASH SEVERITY

0 FATAL INJURY

3 SERIOUS INJURY

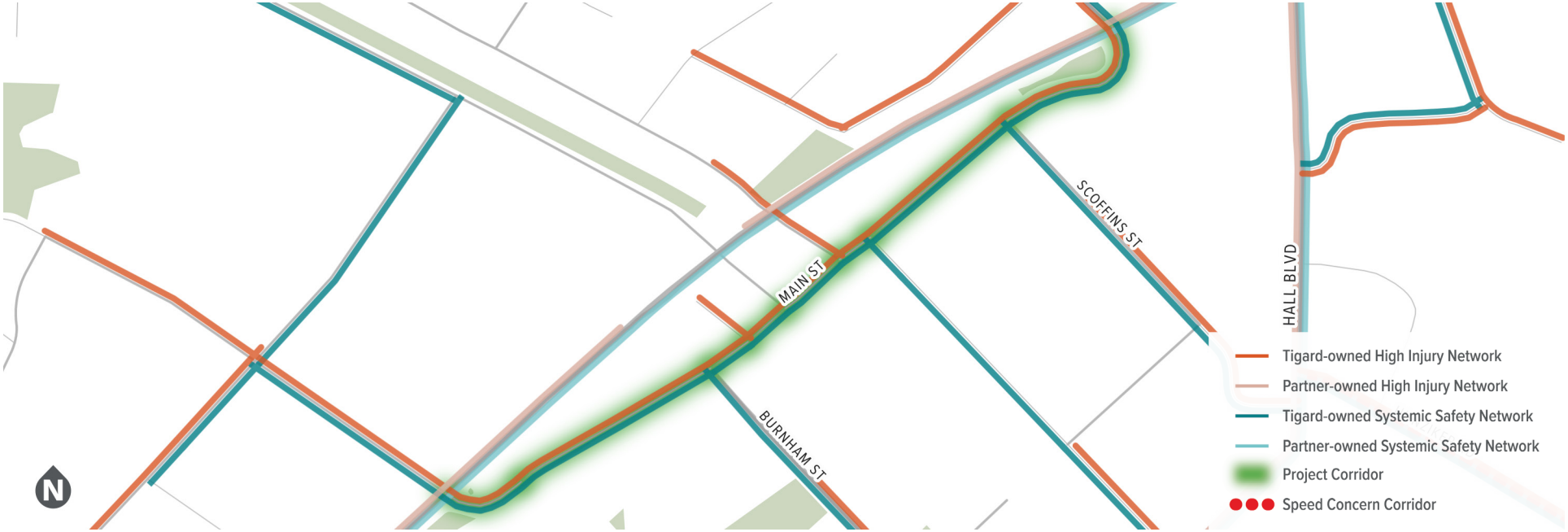
2 MINOR INJURY

7 POSSIBLE INJURY

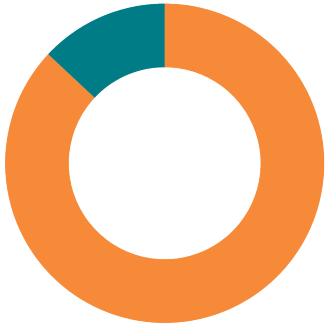
11 NO INJURY

CORRIDOR PROFILE

7 SW Main Street



CRASHES BY MODE



20 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

3 PEDESTRIAN

ENVIRONMENTAL FACTORS



78% DAYLIGHT

4% TWILIGHT

17% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

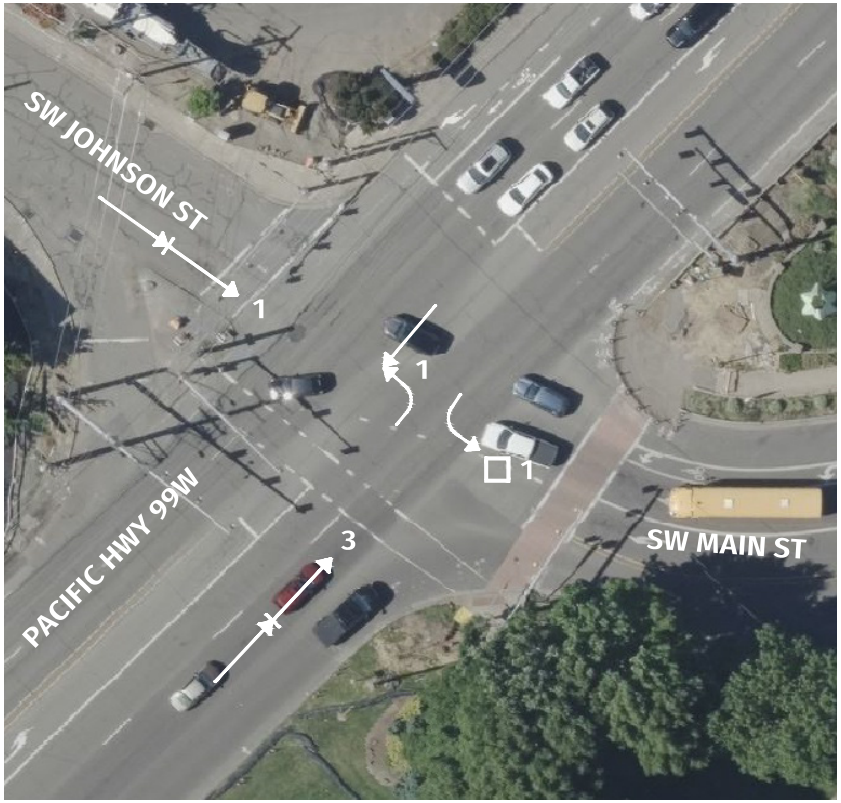
7 SW Main Street

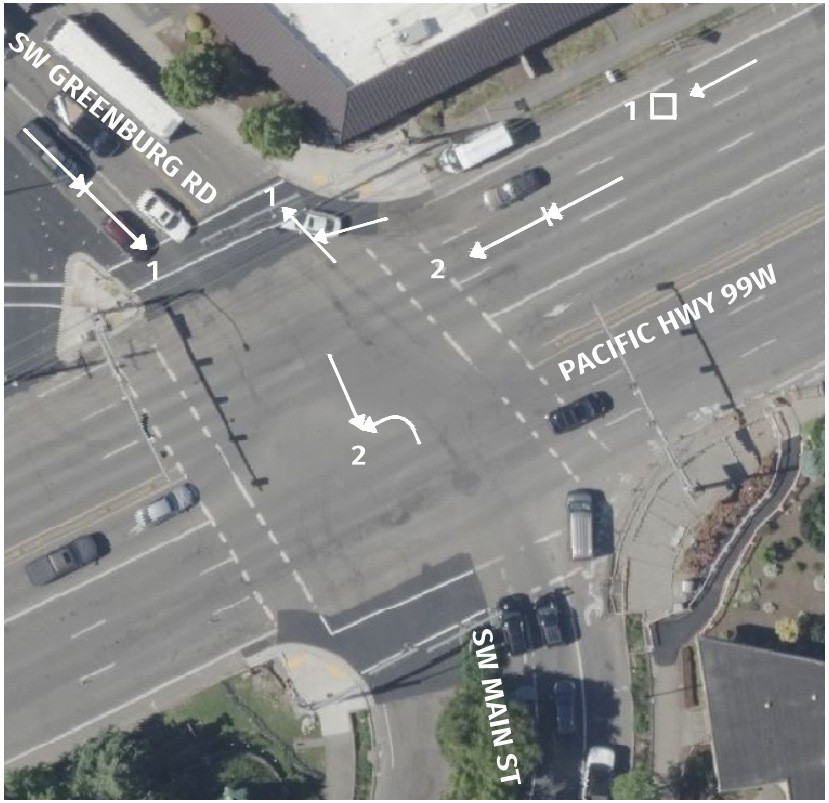
#
NUMBER OF CRASHES

TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.







7 SW Main Street



SAFETY ISSUES AND COUNTERMEASURES

1 More warning needed before signals

SIGNAL VISIBILITY

2 Crossing improvements needed

ENHANCED CROSSING

3 Turning-related crashes

MANAGE TURNS

8 SW Royalty Parkway/SW 109th Avenue/SW Canterbury Lane



SPEED LIMIT
20-25 mph

FUNCTIONAL CLASS
Neighborhood

LENGTH (MILES)
0.91

TOP CRASH TYPES

45% TURNING MOVEMENT

19% REAR-END

TOP CRASH CONTRIBUTING FACTORS

3% ALCOHOL-INVOLVED

10% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

29% FAILURE TO YIELD

23% DISREGARD TRAFFIC CONTROL

CRASH LOCATIONS

INTERSECTION **68%**

MID-BLOCK **32%**

CRASH SEVERITY

0 FATAL INJURY

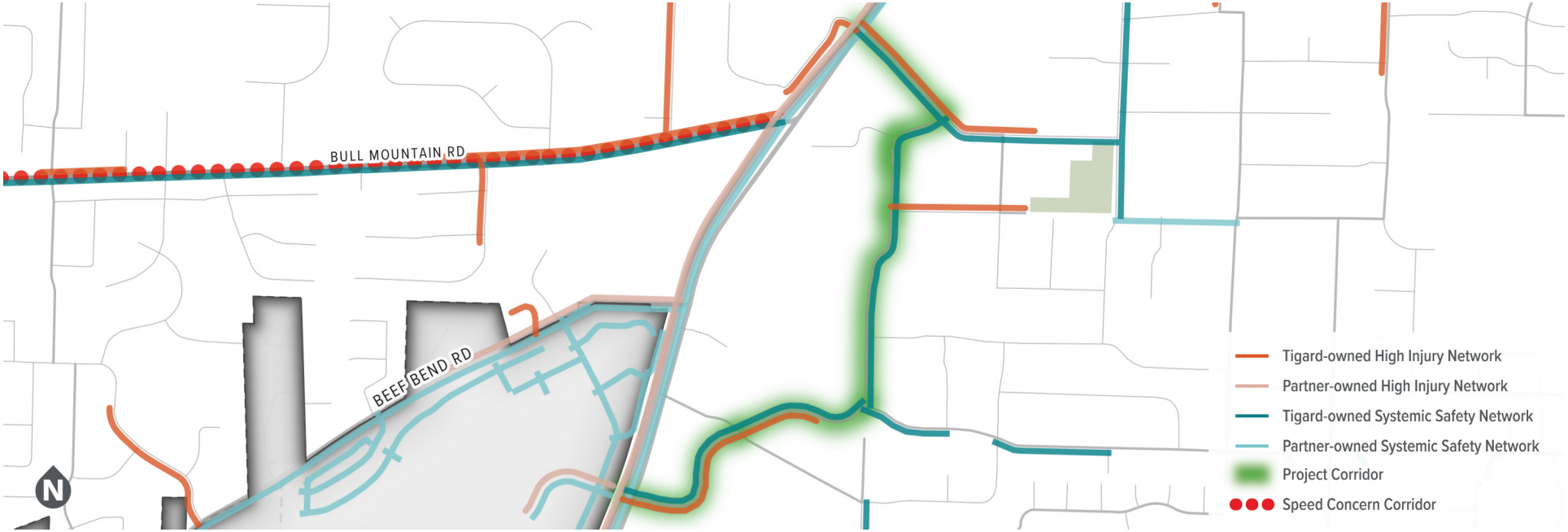
1 SERIOUS INJURY

8 MINOR INJURY

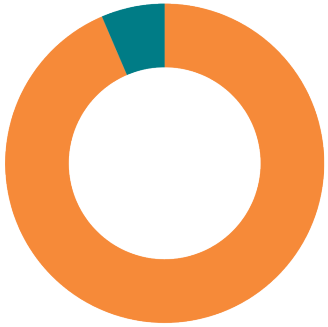
11 POSSIBLE INJURY

11 NO INJURY

8 SW Royalty Parkway/SW 109th Avenue/SW Canterbury Lane



CRASHES BY MODE



- 29 MOTOR VEHICLE
- 0 MOTORCYCLE
- 0 BICYCLE
- 2 PEDESTRIAN

ENVIRONMENTAL FACTORS



- 65% DAYLIGHT
- 10% TWILIGHT
- 23% DARK/LIT
- 3% DARK/UNLIT
- 0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES



NO BIKE LANE



SIDEWALK PRESENT

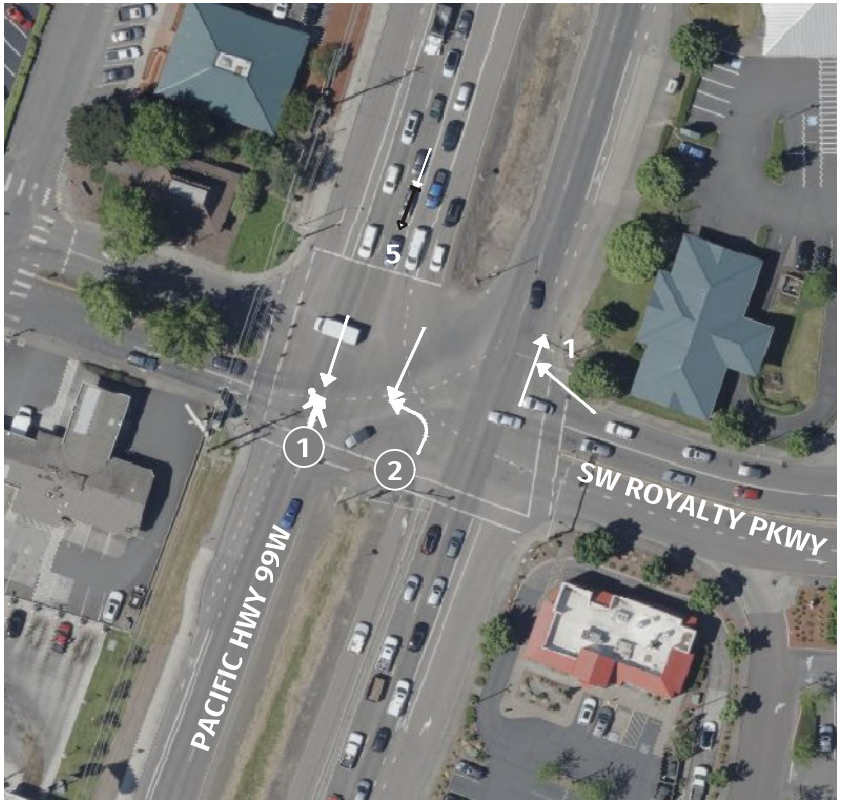
8 SW Royalty Parkway/SW 109th Avenue/SW Canterbury Lane

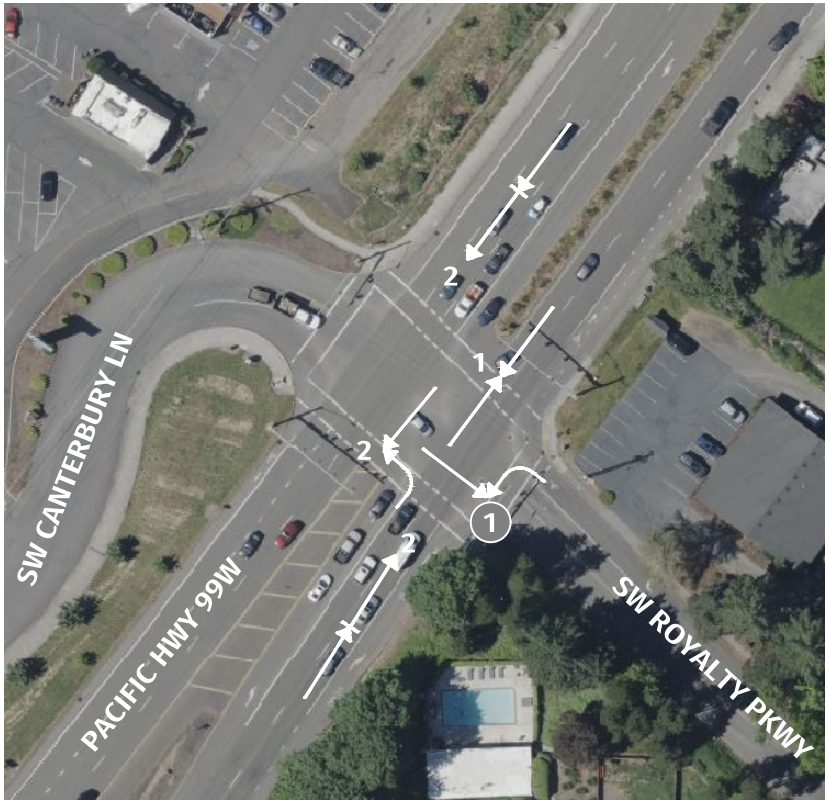
#
NUMBER OF CRASHES

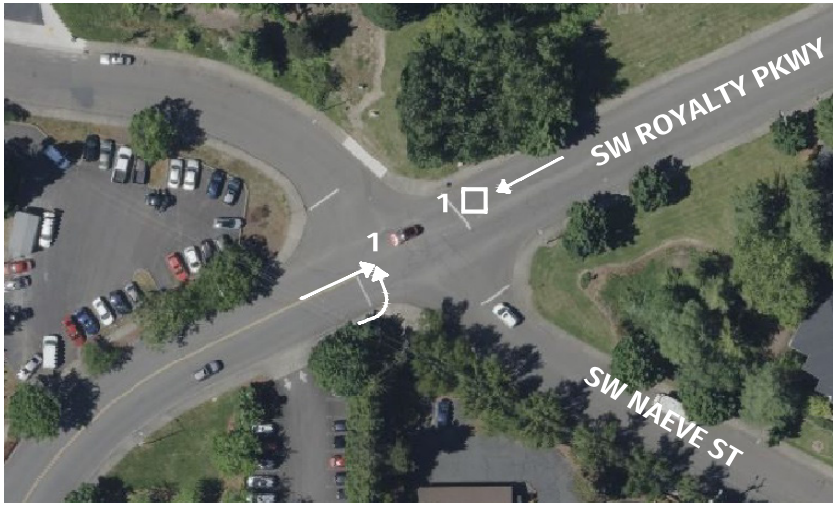
TYPE OF CRASH

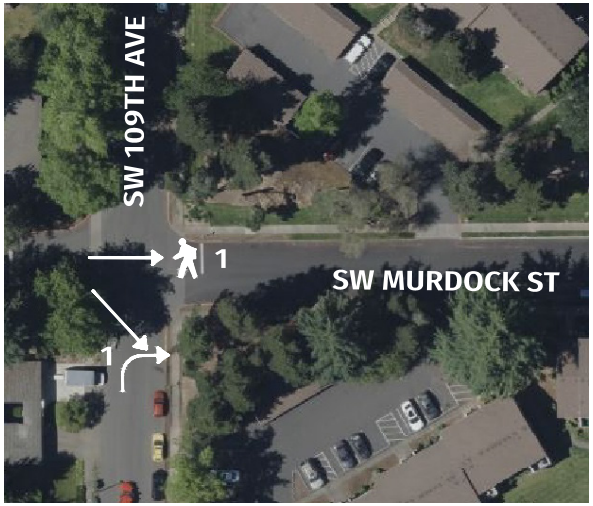
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.

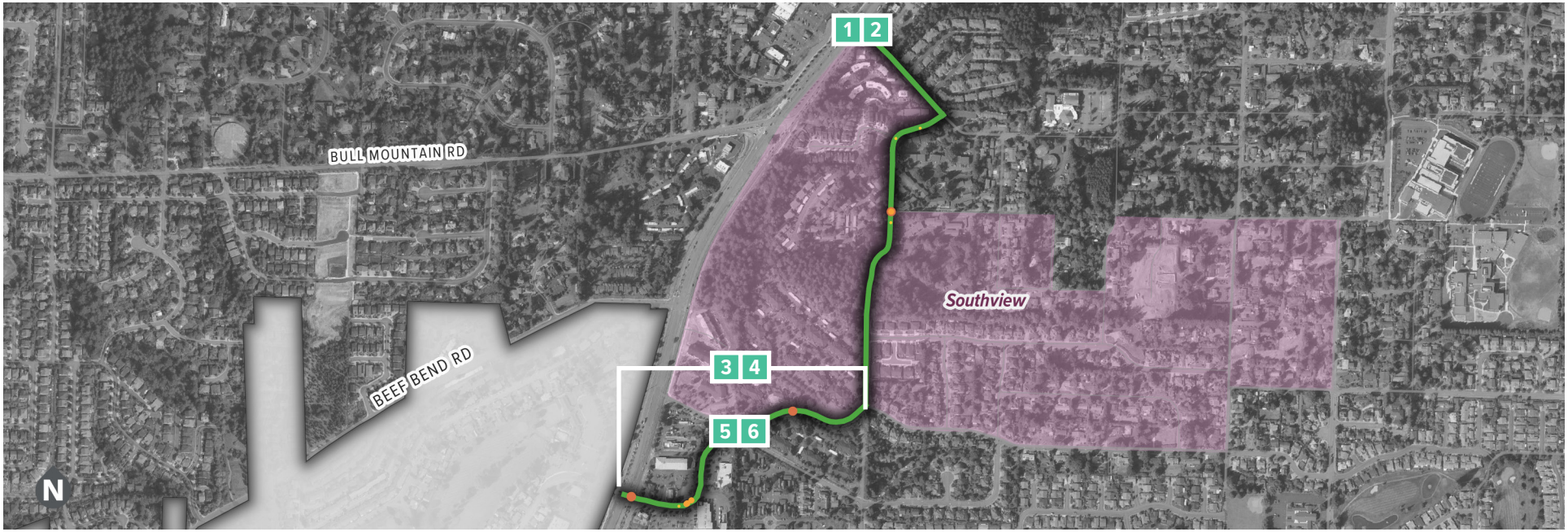








8 SW Royalty Parkway/SW 109th Avenue/SW Canterbury Lane



SAFETY ISSUES AND COUNTERMEASURES

1 More warning needed before signals
SIGNAL VISIBILITY

2 Crossing improvements needed
ENHANCED CROSSING

3 More warning needed before signals
SIGNAL VISIBILITY

4 Crossing improvements needed
ENHANCED CROSSING

5 Crashes with fixed objects
MOVE FIXED OBJECT

6 Turning-related crashes
MANAGE TURNS

9 SW 72nd Avenue (South Segment)



SPEED LIMIT
30-35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.72

TOP CRASH TYPES

59% TURNING MOVEMENT

28% REAR-END

TOP CRASH CONTRIBUTING FACTORS

6% ALCOHOL-INVOLVED

6% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

44% FAILURE TO YIELD

22% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION **78%**

MID-BLOCK **22%**

CRASH SEVERITY

0 FATAL INJURY

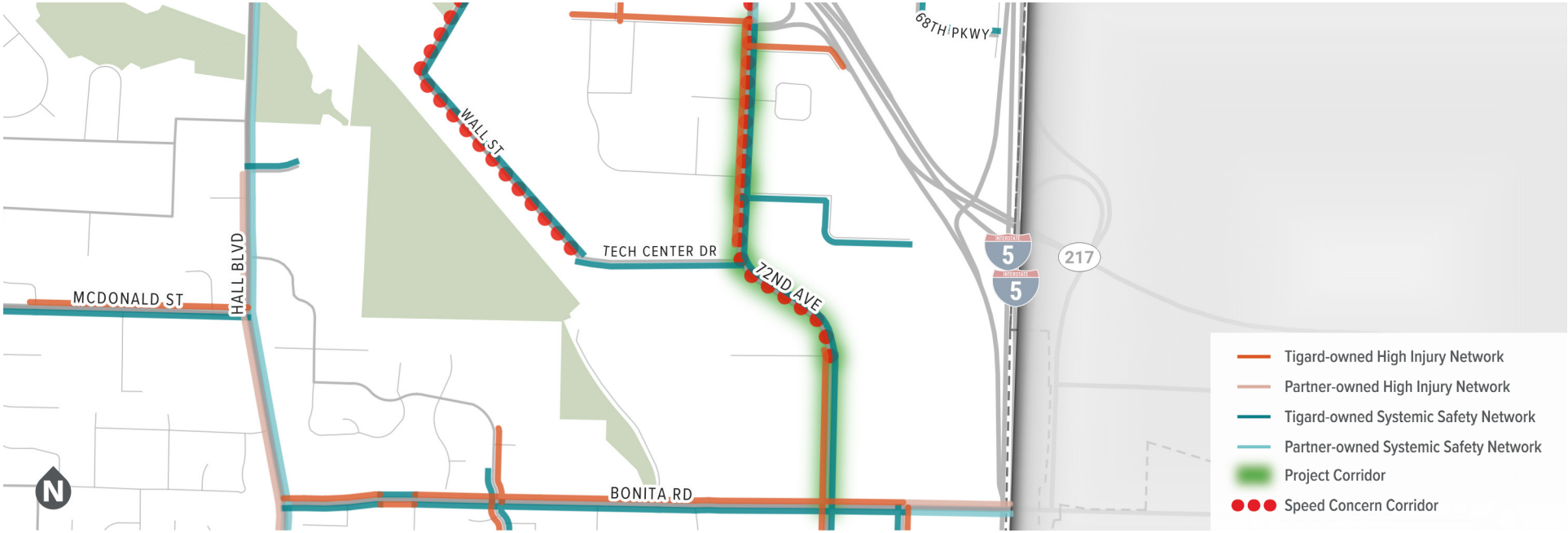
1 SERIOUS INJURY

4 MINOR INJURY

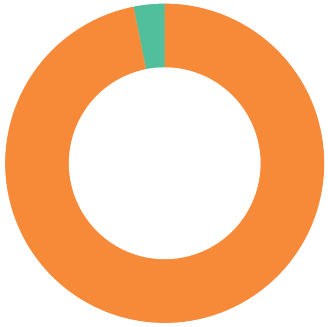
11 POSSIBLE INJURY

16 NO INJURY

9 SW 72nd Avenue (South Segment)



CRASHES BY MODE



31 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



72% DAYLIGHT

9% TWILIGHT

19% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

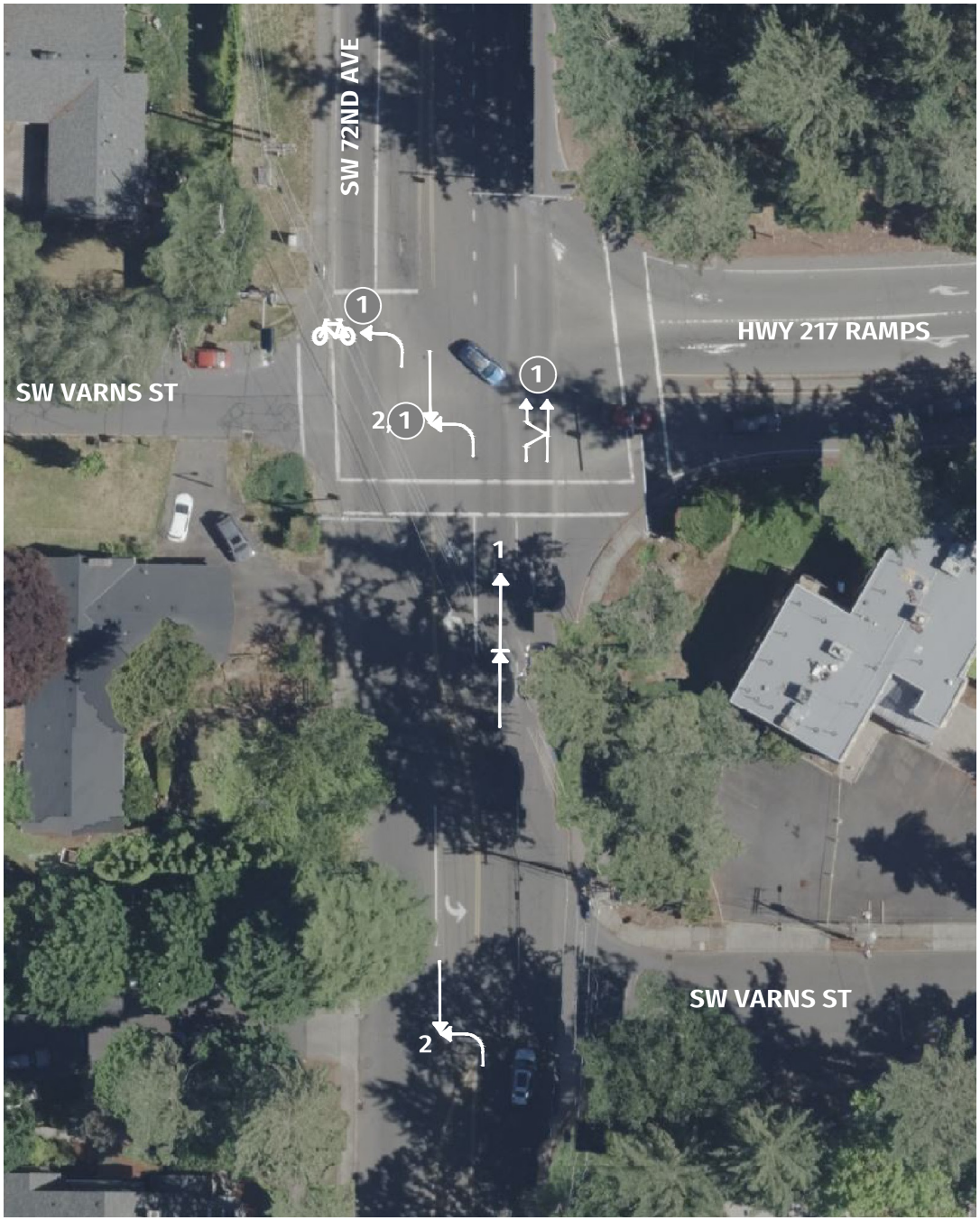
9 SW 72nd Avenue (South Segment)

#
NUMBER OF CRASHES

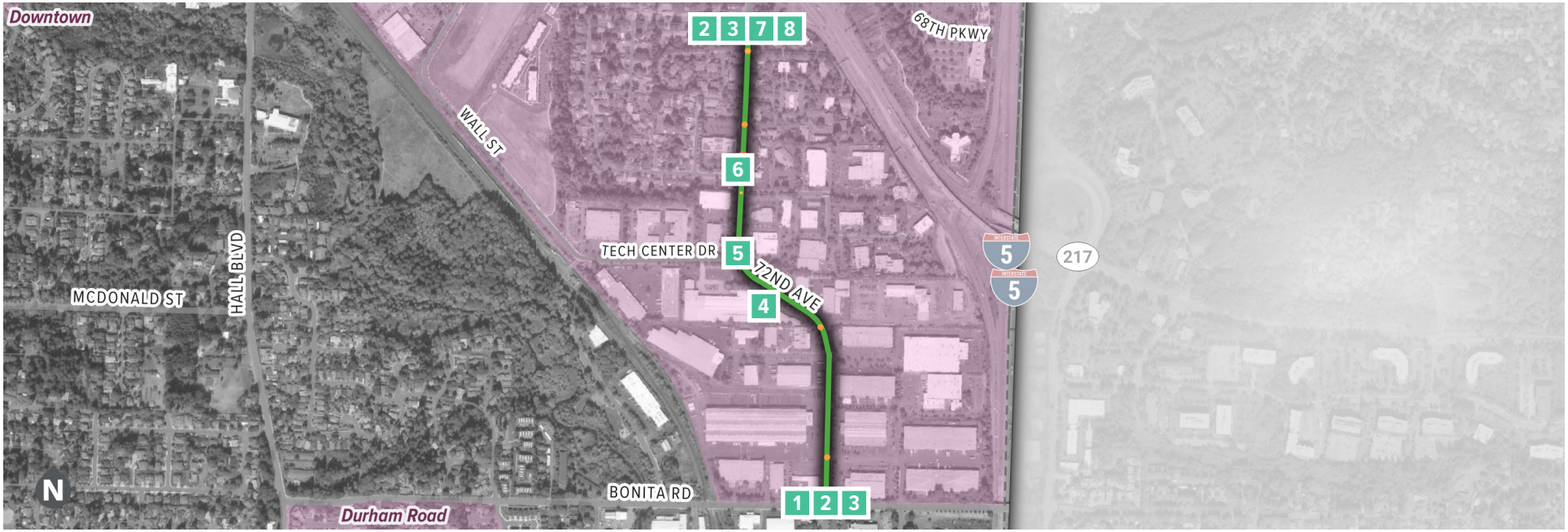
TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.



9 SW 72nd Avenue (South Segment)



SAFETY ISSUES AND COUNTERMEASURES

1 Turning-related crashes
MANAGE TURNS

2 More warning needed before signals
SIGNAL VISIBILITY

3 Crossing improvements needed
ENHANCED CROSSING

4 Crossing improvements needed
ENHANCED CROSSING

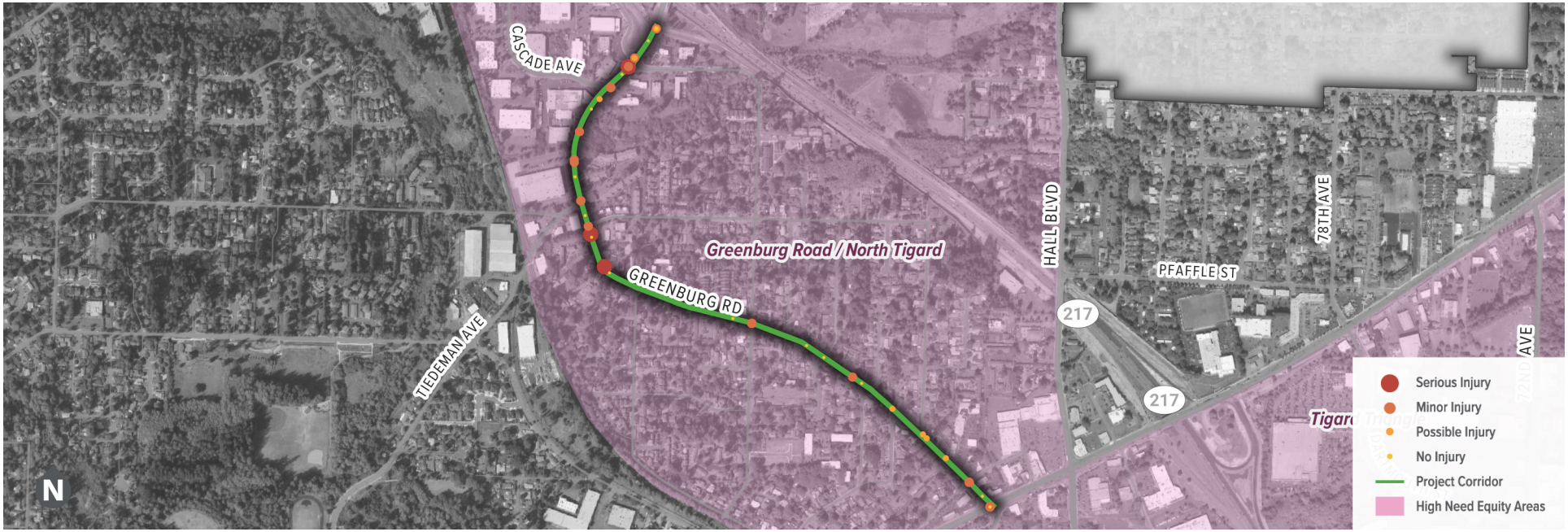
5 Missing pavement markings
ENHANCED PAVEMENT MARKINGS

6 Crossing improvements needed
ENHANCED CROSSING

7 Potential for wrong-way driving
PREVENT WRONG-WAY DRIVING

8 Turning-related crashes
MANAGE TURNS

10 SW Greenburg Road (South Segment)



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
1.07

TOP CRASH TYPES

35% TURNING MOVEMENT

33% REAR-END

TOP CRASH CONTRIBUTING FACTORS

6% ALCOHOL-INVOLVED

5% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

29% FOLLOWING TOO CLOSE

27% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION **68%**

MID-BLOCK **32%**

CRASH SEVERITY

0 FATAL INJURY

3 SERIOUS INJURY

26 MINOR INJURY

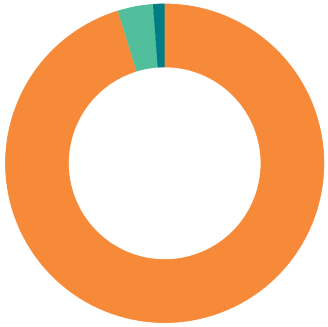
27 POSSIBLE INJURY

28 NO INJURY

10 SW Greenburg Road (South Segment)



CRASHES BY MODE



80 MOTOR VEHICLE

0 MOTORCYCLE

3 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



76% DAYLIGHT

4% TWILIGHT

19% DARK/LIT

1% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

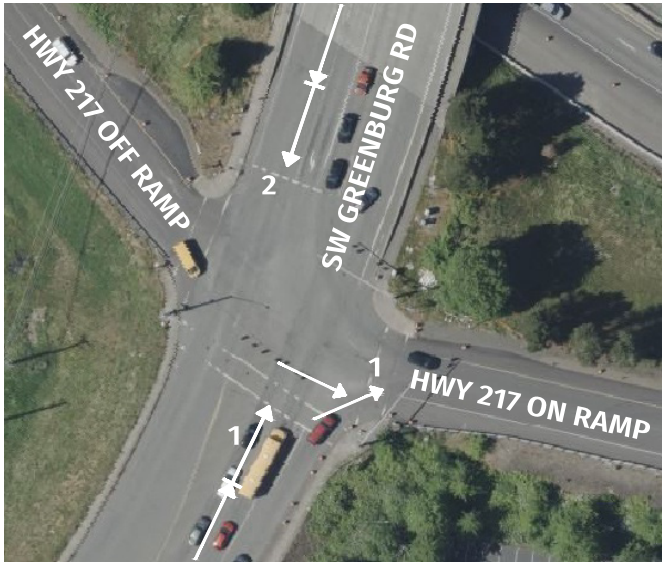
SIDEWALK PRESENT

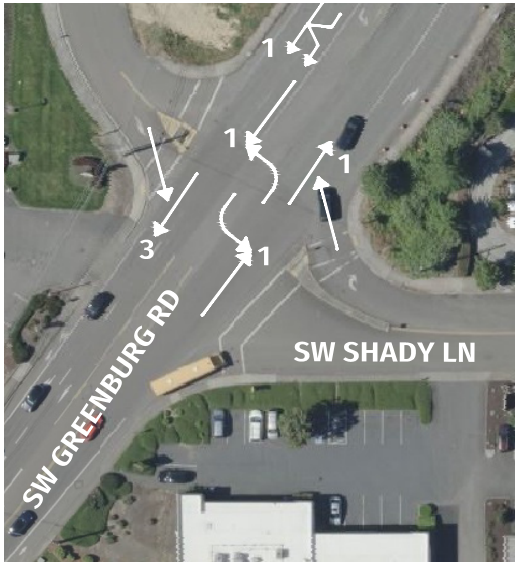
10 SW Greenburg Road (South Segment)

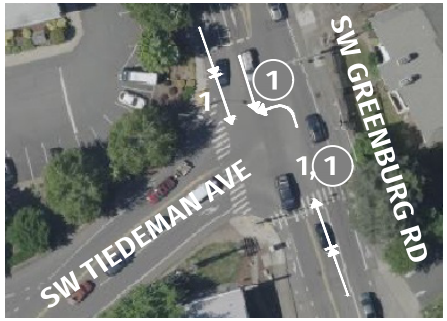
#
NUMBER OF CRASHES

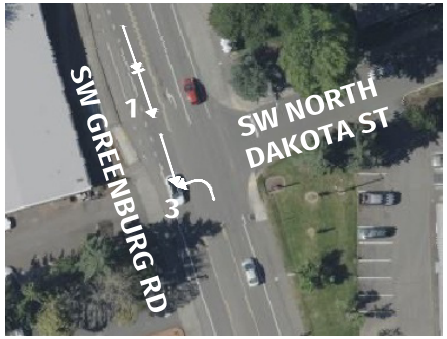
TYPE OF CRASH

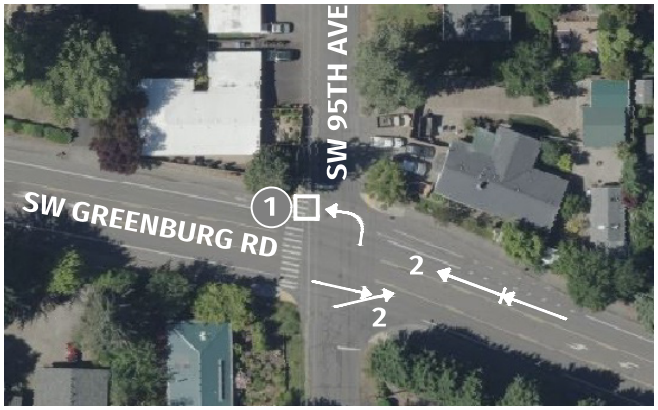
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH









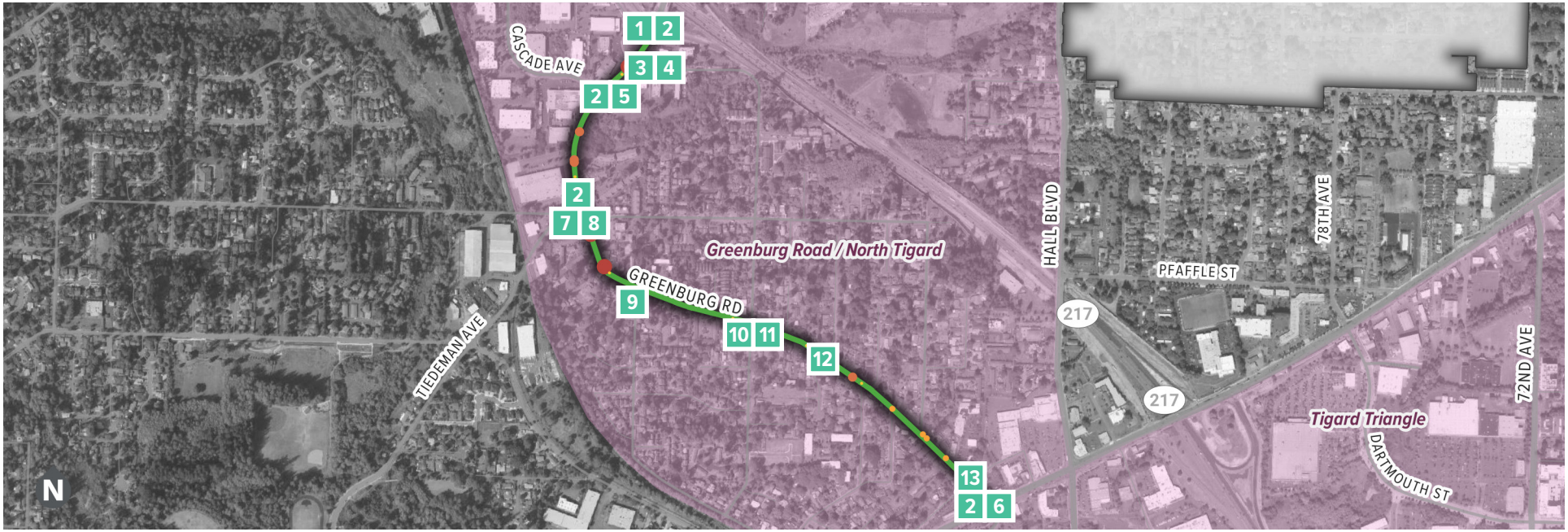






Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.

10 SW Greenburg Road (South Segment)



SAFETY ISSUES AND COUNTERMEASURES

1 Potential for wrong-way driving
PREVENT WRONG-WAY DRIVING

2 More warning needed before signals
SIGNAL VISIBILITY

3 Wide intersection with overlapping conflicts
LANE STRIPING

4 Crossing improvements needed
ENHANCED CROSSING

5 Crossing improvements needed
ENHANCED CROSSING

6 Crossing improvements needed
ENHANCED CROSSING

7 Many conflict points
MANAGE TURNS

8 Crossing improvements needed
ENHANCED CROSSING

9 Crossing improvements needed
ENHANCED CROSSING

10 Crossing improvements needed
ENHANCED CROSSING

11 Unsafe or Unmarked Turns
LANE STRIPING

12 Crossing improvements needed
ENHANCED CROSSING

13 Unsafe or unmarked turns
IMPROVE SIGHTLINES

11 SW Walnut Street (East Segment)



SPEED LIMIT
30 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.5

TOP CRASH TYPES

38% REAR-END

33% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

2% ALCOHOL-INVOLVED

5% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

43% FAILURE TO YIELD

33% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION **79%**

MID-BLOCK **21%**

CRASH SEVERITY

0 FATAL INJURY

1 SERIOUS INJURY

3 MINOR INJURY

14 POSSIBLE INJURY

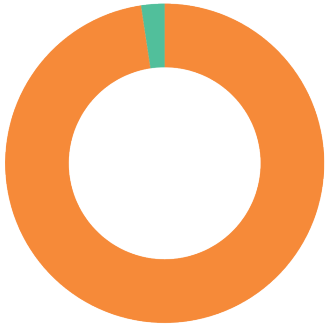
24 NO INJURY

CORRIDOR PROFILE

11 SW Walnut Street (East Segment)



CRASHES BY MODE



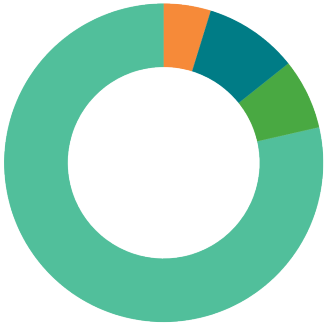
41 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



79% DAYLIGHT

7% TWILIGHT

10% DARK/LIT

5% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

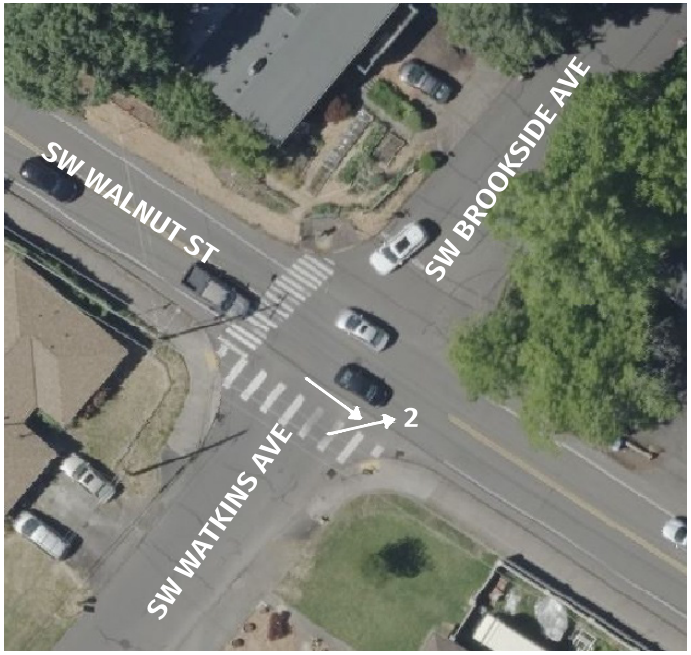
11 SW Walnut Street (East Segment)

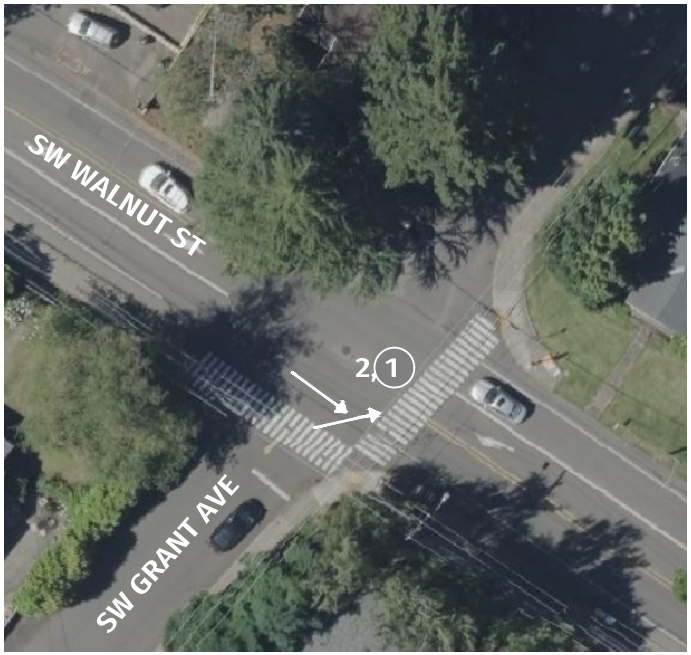
#
NUMBER OF CRASHES

TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.







11 SW Walnut Street (East Segment)



SAFETY ISSUES AND COUNTERMEASURES

1 More warning needed before signals
SIGNAL VISIBILITY

2 Crossing improvements needed
ENHANCED CROSSING

3 Merge issues
STUDY ROUNDABOUT

4 Crossing improvements needed
ENHANCED CROSSING

5 Turning-related crashes
MANAGE TURNS

6 Lack of continuous pedestrian network (throughout corridor)
FILL SIDEWALK GAPS

12 SW Walnut Street (West Segment)



SPEED LIMIT
30-35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
1.52

TOP CRASH TYPES

35% REAR-END

27% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

4% ALCOHOL-INVOLVED

12% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

35% FOLLOWING TOO CLOSE

27% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION **73%**

MID-BLOCK **27%**

CRASH SEVERITY

0 FATAL INJURY

0 SERIOUS INJURY

5 MINOR INJURY

11 POSSIBLE INJURY

10 NO INJURY

12 SW Walnut Street (West Segment)



CRASHES BY MODE



26 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



62% DAYLIGHT

19% TWILIGHT

19% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

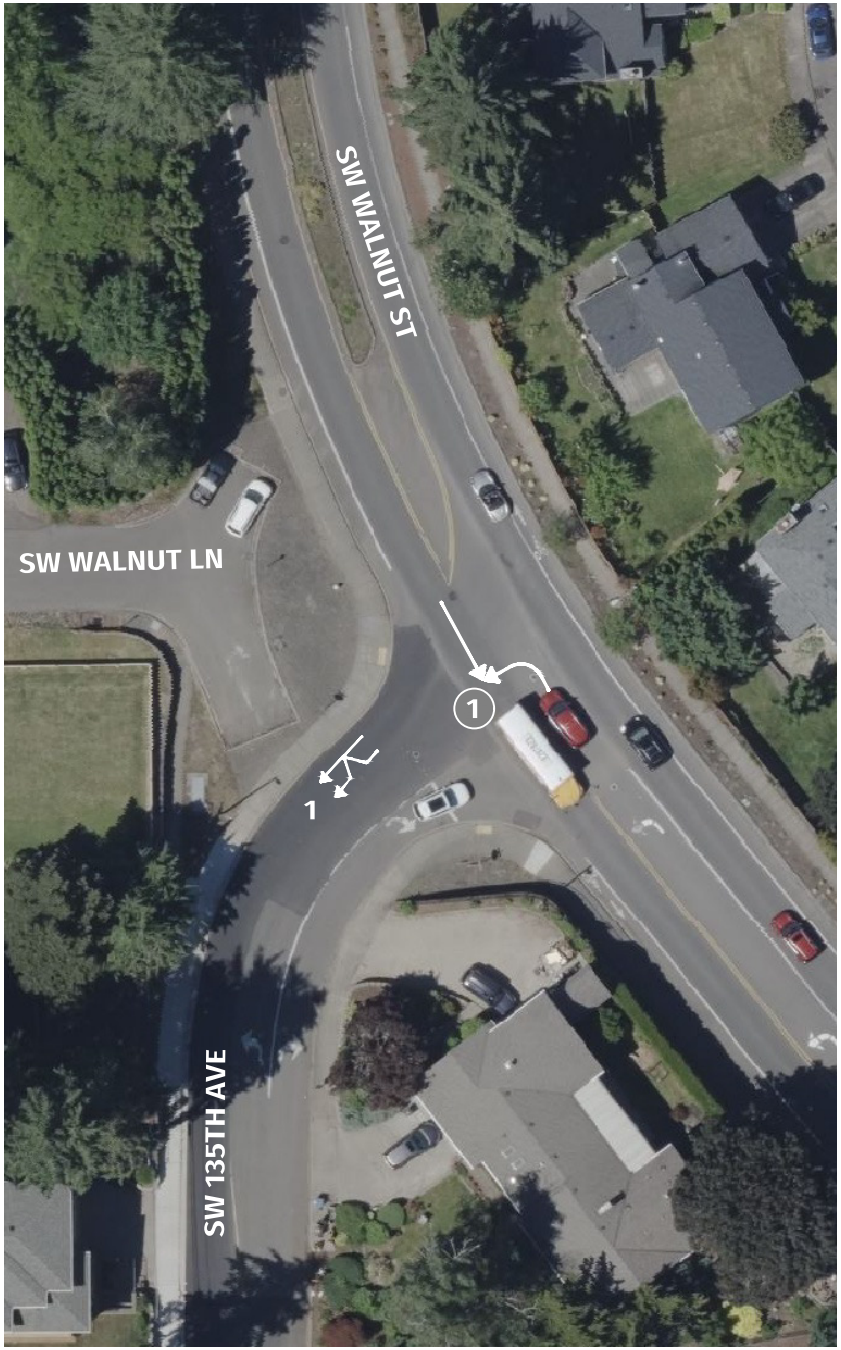
12 SW Walnut Street (West Segment)

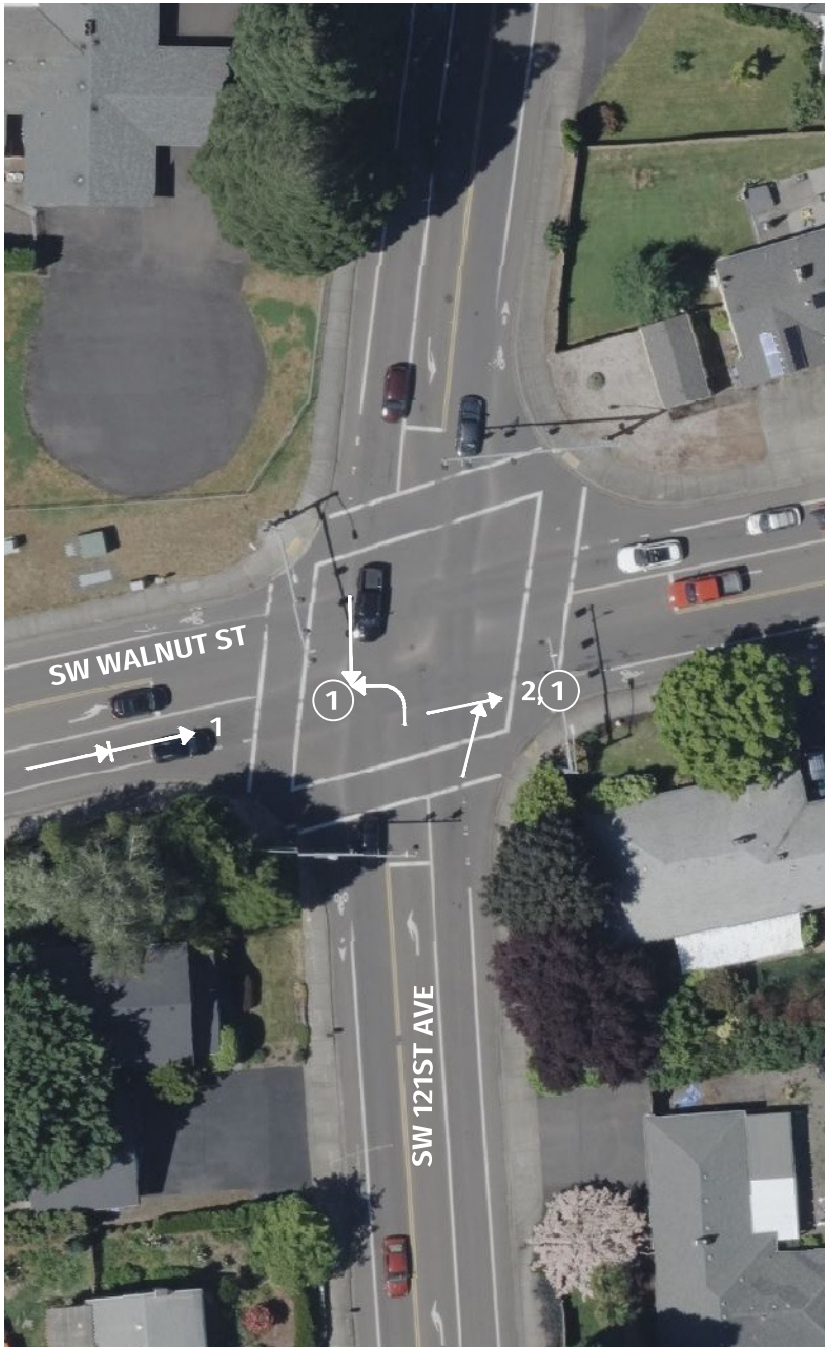
#
NUMBER OF CRASHES

TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.





12 SW Walnut Street (West Segment)



SAFETY ISSUES AND COUNTERMEASURES

1 Turning-related crashes
MANAGE TURNS

2 Crossing improvements needed
ENHANCED CROSSING

3 More warning needed before signals
SIGNAL VISIBILITY

4 Turning-related crashes
MANAGE TURNS

5 Limited sightlines at intersections
IMPROVE SIGHTLINES

CORRIDOR PROFILE

13 SW Gaarde Street



SPEED LIMIT
25-30 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
1.71

TOP CRASH TYPES

40% TURNING MOVEMENT

35% REAR-END

TOP CRASH CONTRIBUTING FACTORS

1% ALCOHOL-INVOLVED

9% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

35% FAILURE TO YIELD

26% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION **63%**

MID-BLOCK **37%**

CRASH SEVERITY

1 FATAL INJURY

1 SERIOUS INJURY

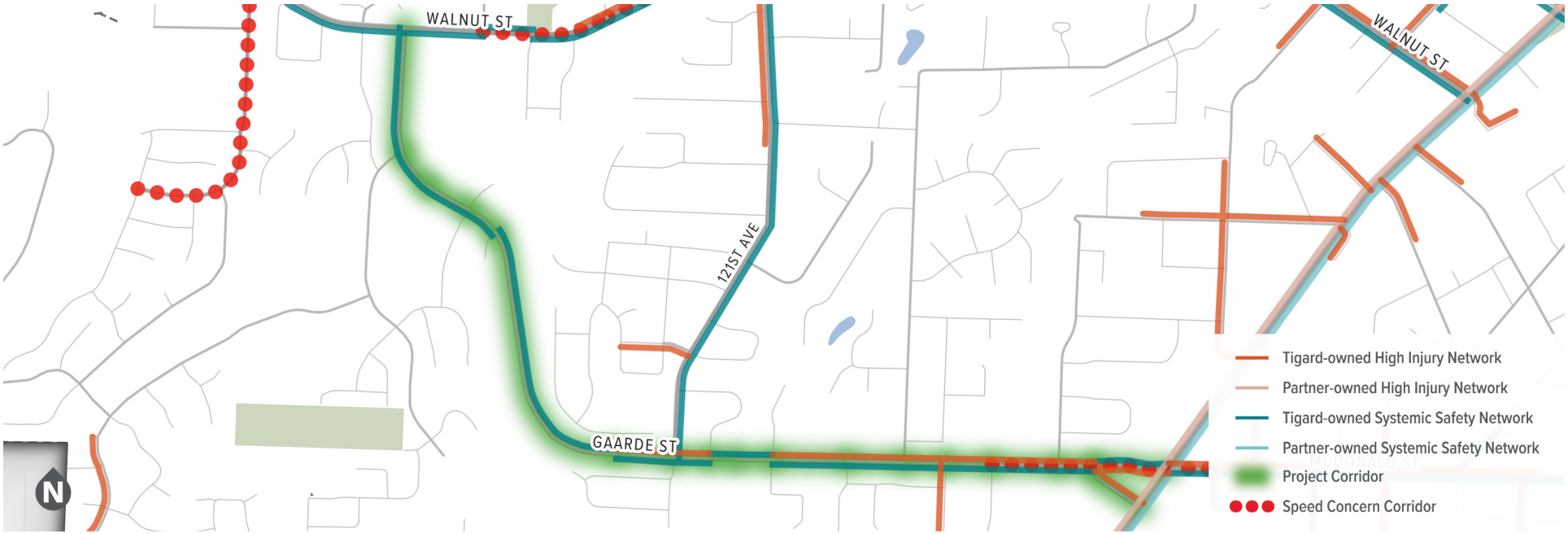
13 MINOR INJURY

28 POSSIBLE INJURY

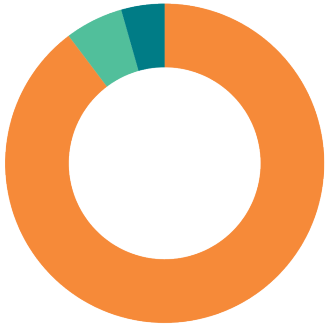
25 NO INJURY

CORRIDOR PROFILE

13 SW Gaarde Street



CRASHES BY MODE



61 MOTOR VEHICLE

0 MOTORCYCLE

4 BICYCLE

3 PEDESTRIAN

ENVIRONMENTAL FACTORS



69% DAYLIGHT

9% TWILIGHT

19% DARK/LIT

3% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

13 SW Gaarde Street

#
NUMBER OF CRASHES

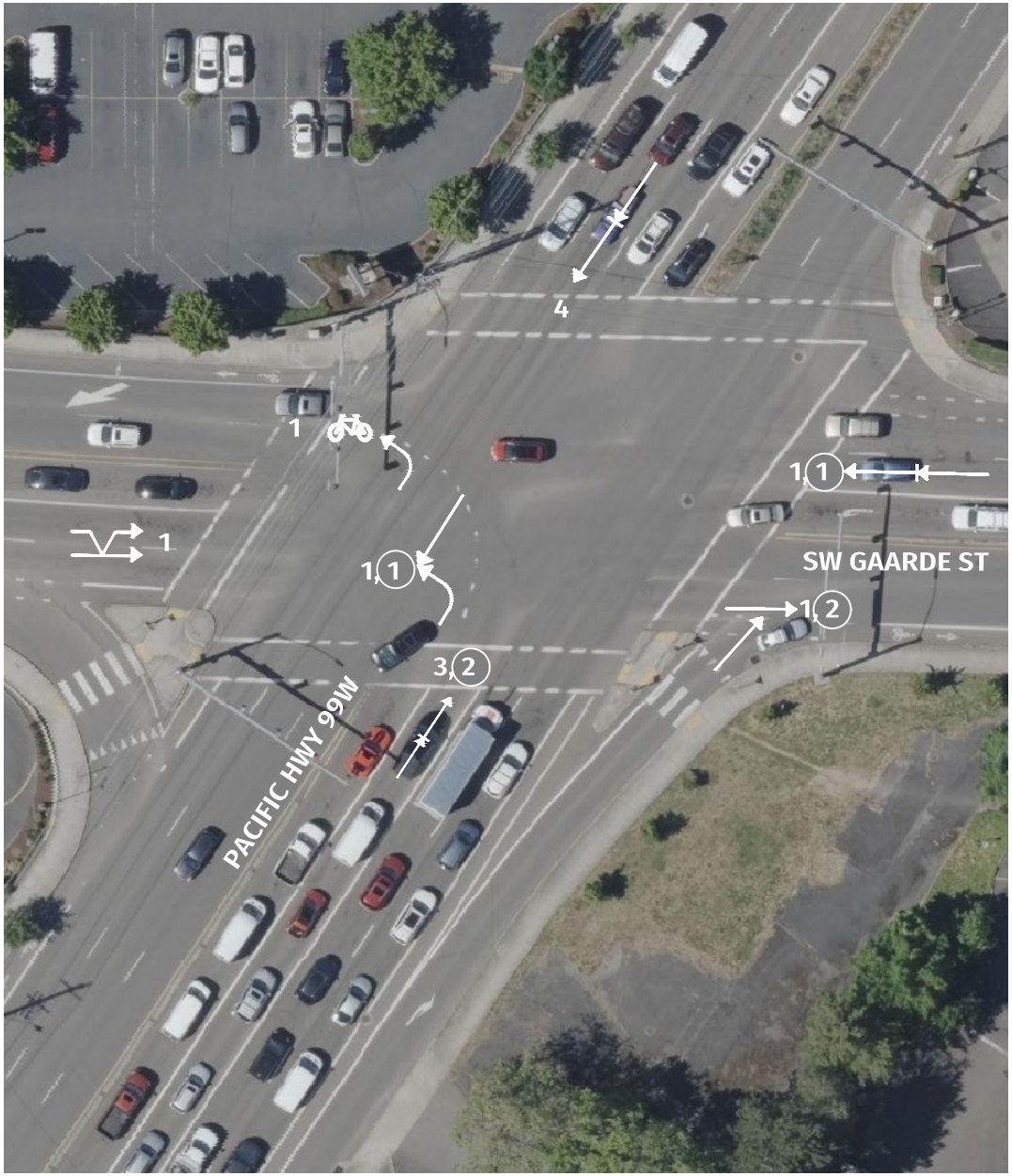
TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.







13 SW Gaarde Street



SAFETY ISSUES AND COUNTERMEASURES

1 Crossing improvements needed

ENHANCED CROSSING

2 More warning needed before signals

SIGNAL VISIBILITY

3 Speeding concerns (throughout corridor)

MANAGE SPEEDS

CORRIDOR PROFILE

14 SW Burnham Street



SPEED LIMIT
20 mph

FUNCTIONAL CLASS
Collector

LENGTH (MILES)
0.4

TOP CRASH TYPES

38% TURNING MOVEMENT

25% FIXED OBJECT

TOP CRASH CONTRIBUTING FACTORS

13% ALCOHOL-INVOLVED

13% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

38% IMPROPER TURN

25% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION 63%

MID-BLOCK 38%

CRASH SEVERITY

0 FATAL INJURY

2 SERIOUS INJURY

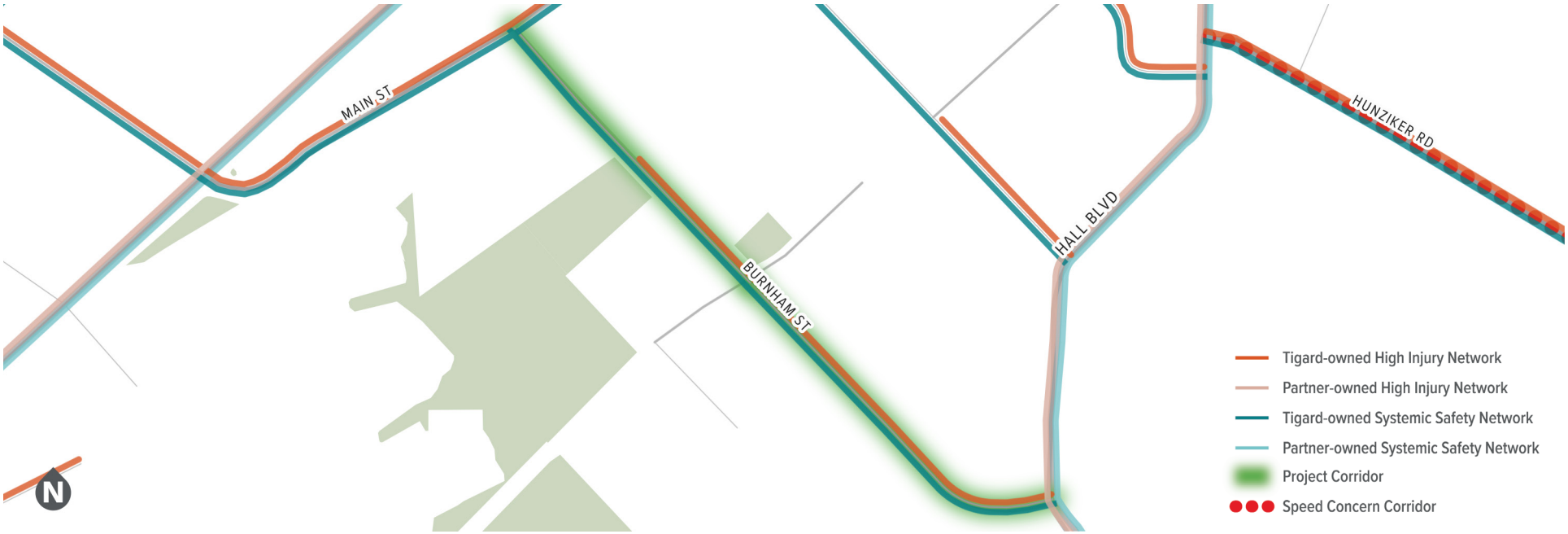
1 MINOR INJURY

2 POSSIBLE INJURY

3 NO INJURY

CORRIDOR PROFILE

14 SW Burnham Street



CRASHES BY MODE



6 MOTOR VEHICLE

1 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



75% DAYLIGHT

13% TWILIGHT

13% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

14 SW Burnham Street

#
NUMBER OF CRASHES

TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.



14 SW Burnham Street



SAFETY ISSUES AND COUNTERMEASURES

1 More warning needed before signals

SIGNAL VISIBILITY

2 Crashes with fixed objects

MOVE FIXED OBJECT

3 Wide intersection with overlapping conflicts

ENHANCED CROSSING

15 SW Bull Mountain Road



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Collector

LENGTH (MILES)
1.47

TOP CRASH TYPES

55% REAR-END

22% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

4% ALCOHOL-INVOLVED

14% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

41% FOLLOWING TOO CLOSE

16% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION **59%**

MID-BLOCK **41%**

CRASH SEVERITY

0 FATAL INJURY

3 SERIOUS INJURY

10 MINOR INJURY

17 POSSIBLE INJURY

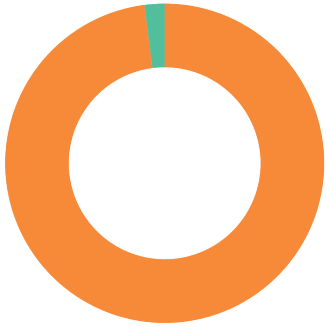
19 NO INJURY

CORRIDOR PROFILE

15 SW Bull Mountain Road



CRASHES BY MODE



48 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



76% DAYLIGHT

8% TWILIGHT

14% DARK/LIT

2% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

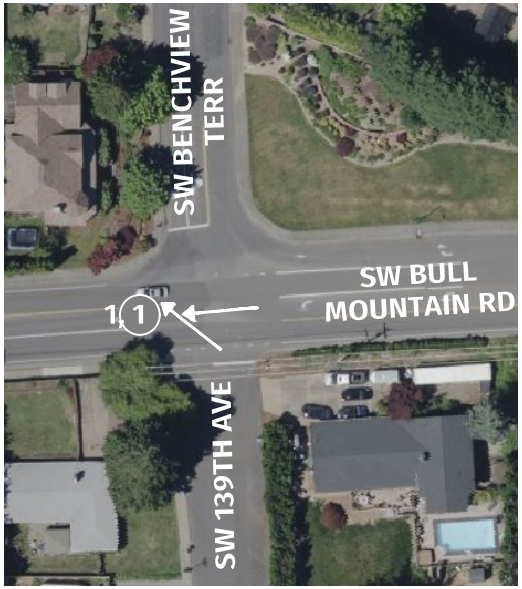
15 SW Bull Mountain Road

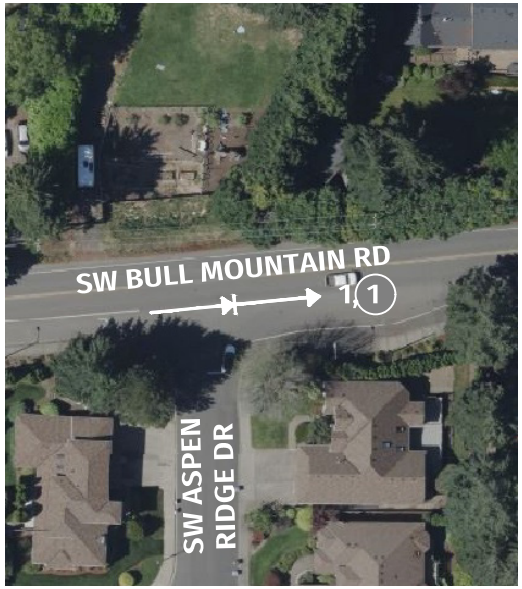
#
NUMBER OF CRASHES

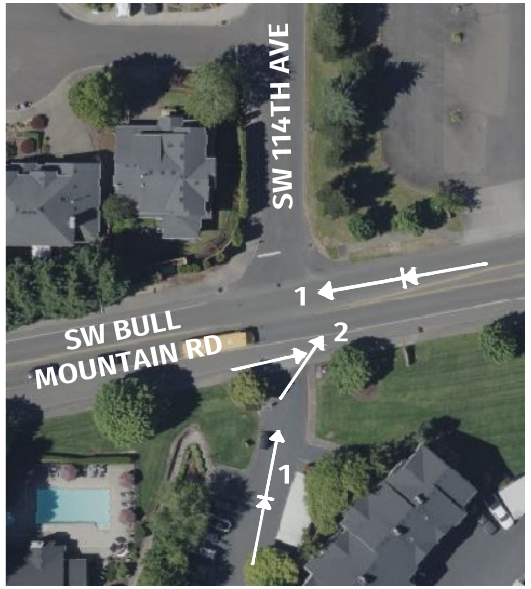
TYPE OF CRASH

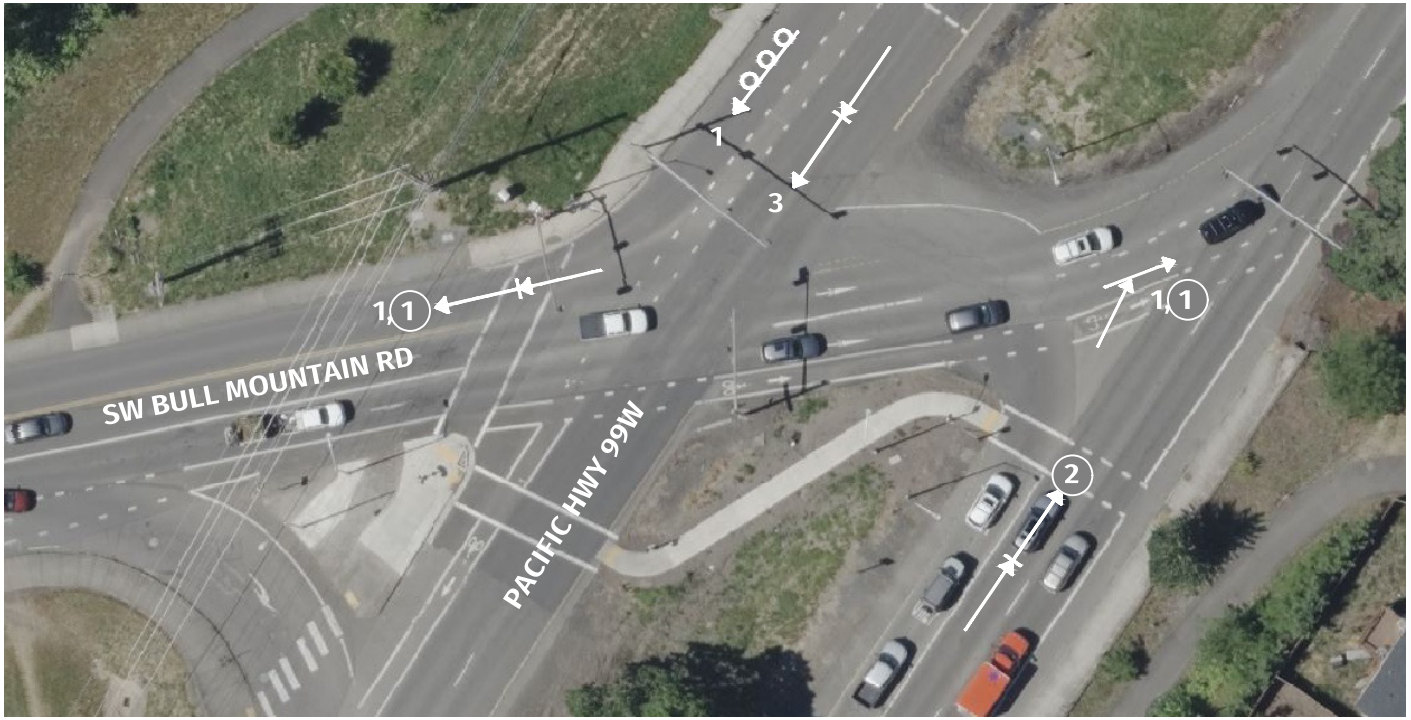
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL
- TWILIGHT/ NIGHT TIME CRASH

Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.









15 SW Bull Mountain Road



SAFETY ISSUES AND COUNTERMEASURES

1 Lack of continuous pedestrian network (throughout corridor)
FILL SIDEWALK GAPS

2 Turning-related crashes
MANAGE TURNS

3 Crossing improvements needed
ENHANCED CROSSING

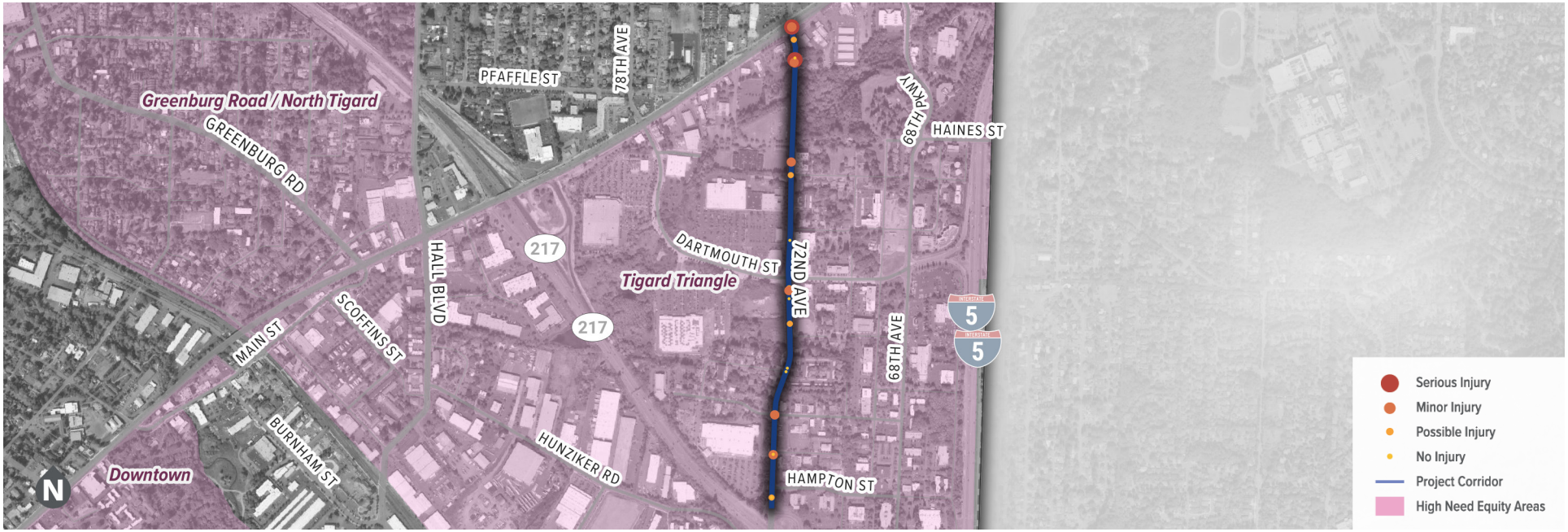
4 More warning needed before signals
SIGNAL VISIBILITY

5 Limited sightlines at intersections
IMPROVE SIGHTLINES

6 Crossing improvements needed
ENHANCED CROSSING

7 Speeding concerns (throughout corridor)
MANAGE SPEEDS

16 SW 72nd Avenue (North Segment)



SPEED LIMIT
30 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.88

TOP CRASH TYPES

41% REAR-END

41% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

4% ALCOHOL-INVOLVED

4% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

33% FOLLOWING TOO CLOSE

22% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION **63%**

MID-BLOCK **37%**

CRASH SEVERITY

0 FATAL INJURY

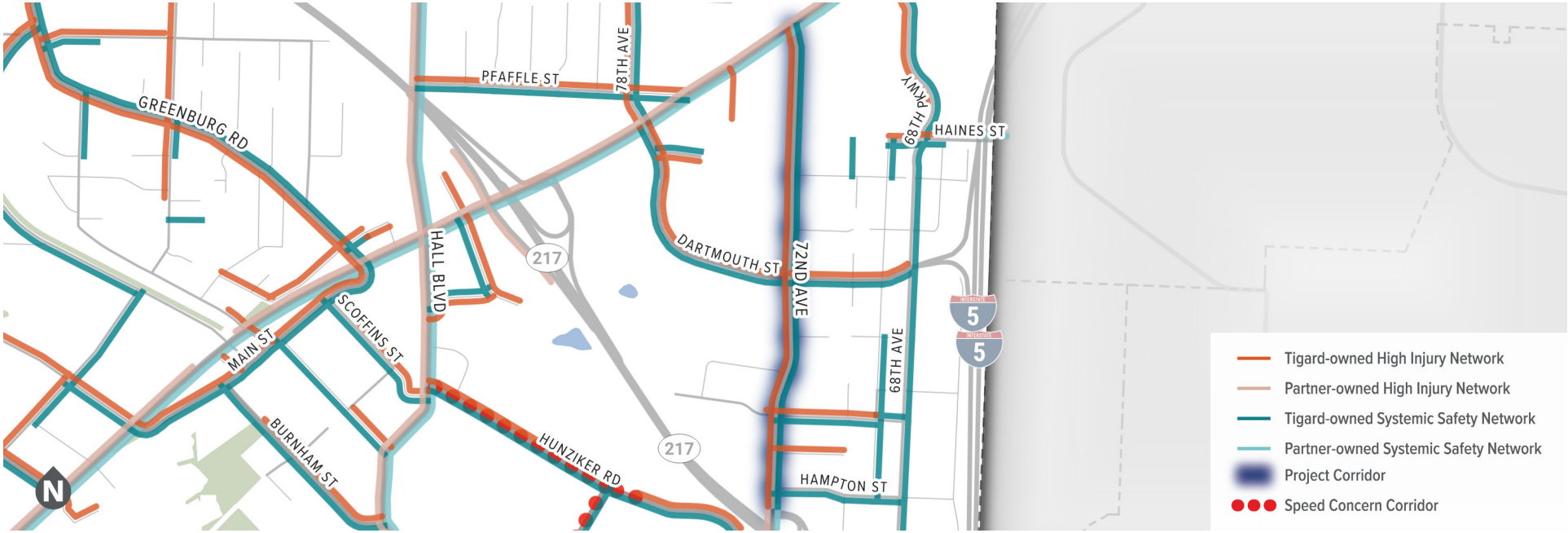
2 SERIOUS INJURY

12 MINOR INJURY

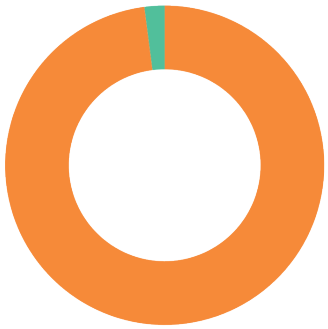
15 POSSIBLE INJURY

20 NO INJURY

16 SW 72nd Avenue (North Segment)



CRASHES BY MODE



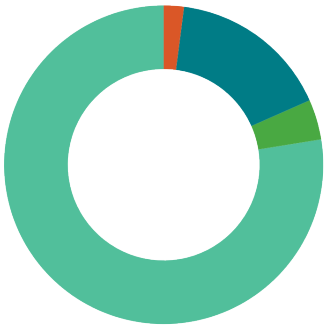
48 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



78% DAYLIGHT

4% TWILIGHT

16% DARK/LIT

0% DARK/UNLIT

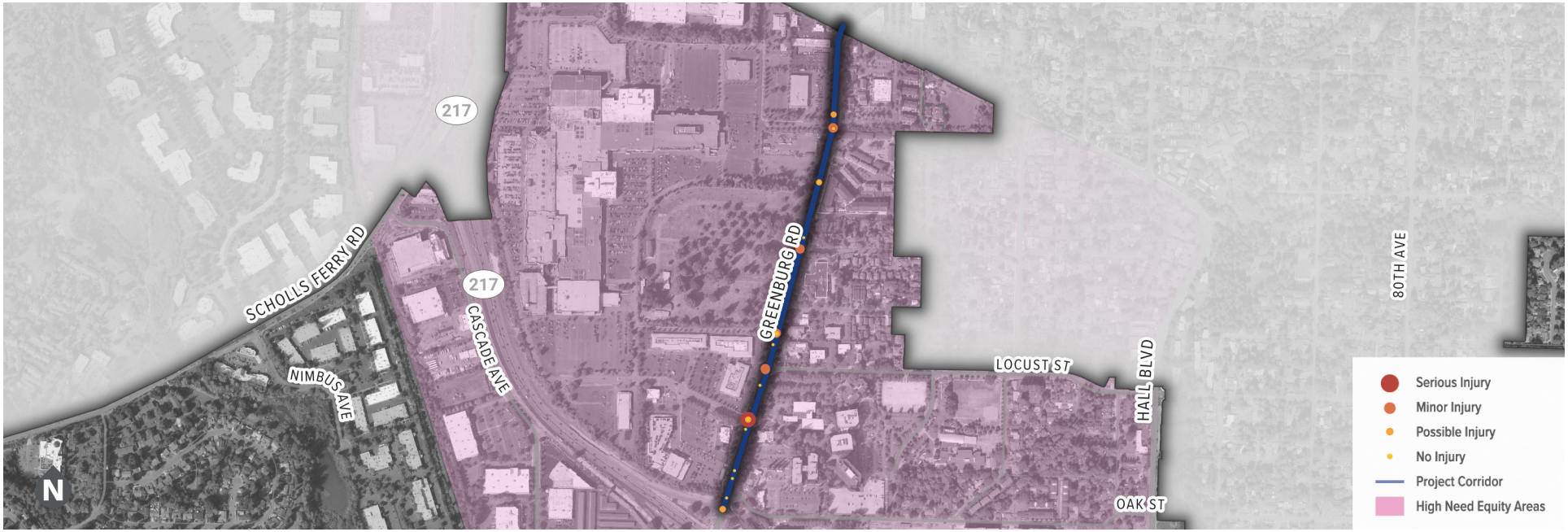
2% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

17 SW Greenburg Road (North Segment)



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.64

TOP CRASH TYPES

46% TURNING MOVEMENT

30% REAR-END

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

2% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

28% FAILURE TO YIELD

22% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION **84%**

MID-BLOCK **16%**

CRASH SEVERITY

0 FATAL INJURY

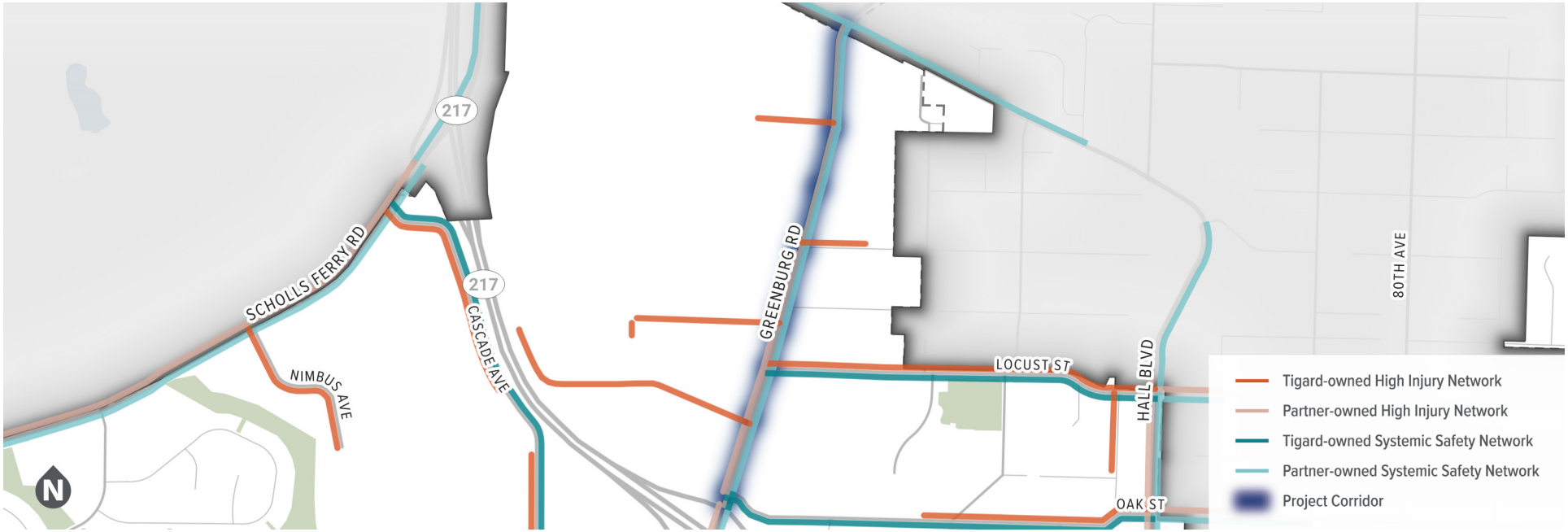
1 SERIOUS INJURY

7 MINOR INJURY

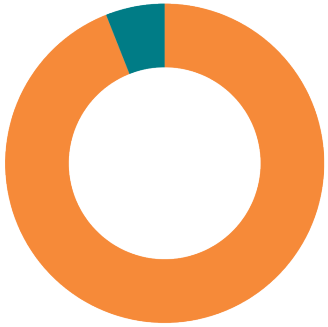
17 POSSIBLE INJURY

25 NO INJURY

17 SW Greenburg Road (North Segment)



CRASHES BY MODE



47 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

3 PEDESTRIAN

ENVIRONMENTAL FACTORS



66% DAYLIGHT

8% TWILIGHT

22% DARK/LIT

4% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

NO SIDEWALK

18 SW Hall Boulevard (North Segment)



SPEED LIMIT
30 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.87

TOP CRASH TYPES

45% TURNING MOVEMENT

32% REAR-END

TOP CRASH CONTRIBUTING FACTORS

3% ALCOHOL-INVOLVED

9% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

38% FAILURE TO YIELD

27% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION **54%**

MID-BLOCK **46%**

CRASH SEVERITY

1 FATAL INJURY

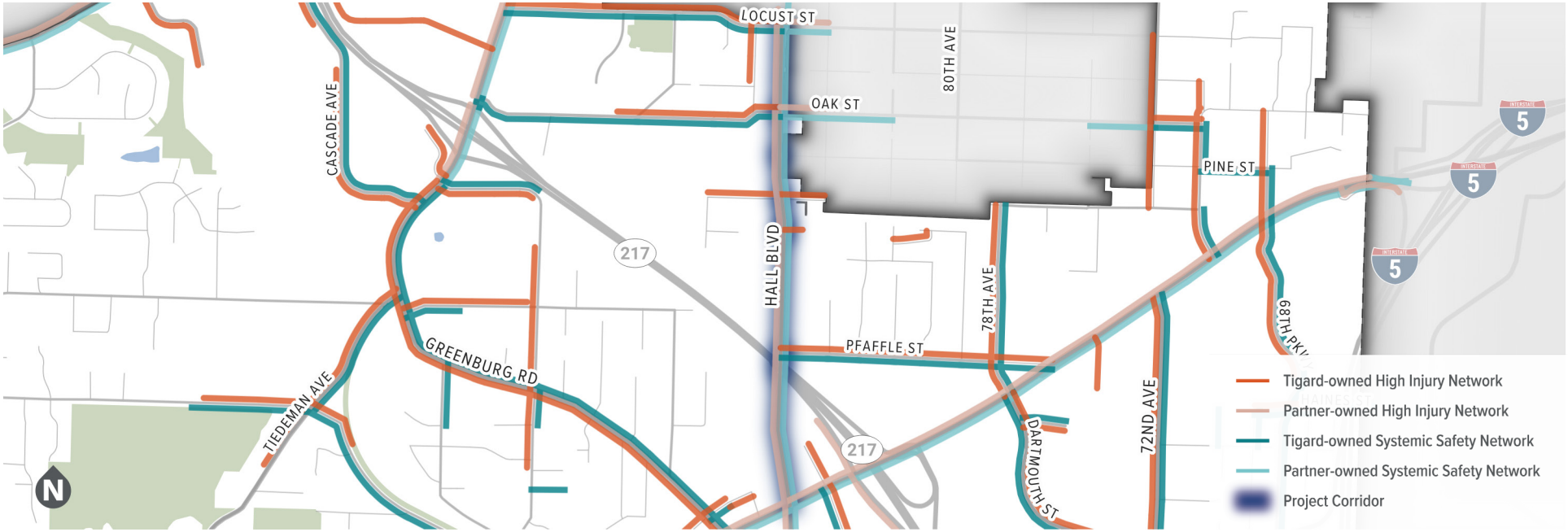
1 SERIOUS INJURY

20 MINOR INJURY

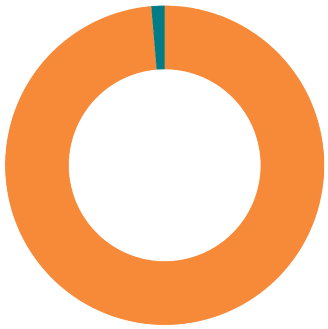
25 POSSIBLE INJURY

27 NO INJURY

18 SW Hall Boulevard (North Segment)



CRASHES BY MODE



73 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



76% DAYLIGHT

7% TWILIGHT

11% DARK/LIT

7% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

19 SW Hall Boulevard (Central A Segment)



SPEED LIMIT
30 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.42

TOP CRASH TYPES

63% REAR-END

20% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

2% ALCOHOL-INVOLVED

3% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

55% FOLLOWING TOO CLOSE

15% DISREGARD TRAFFIC CONTROL

CRASH LOCATIONS

INTERSECTION **71%**

MID-BLOCK **29%**

CRASH SEVERITY

1 FATAL INJURY

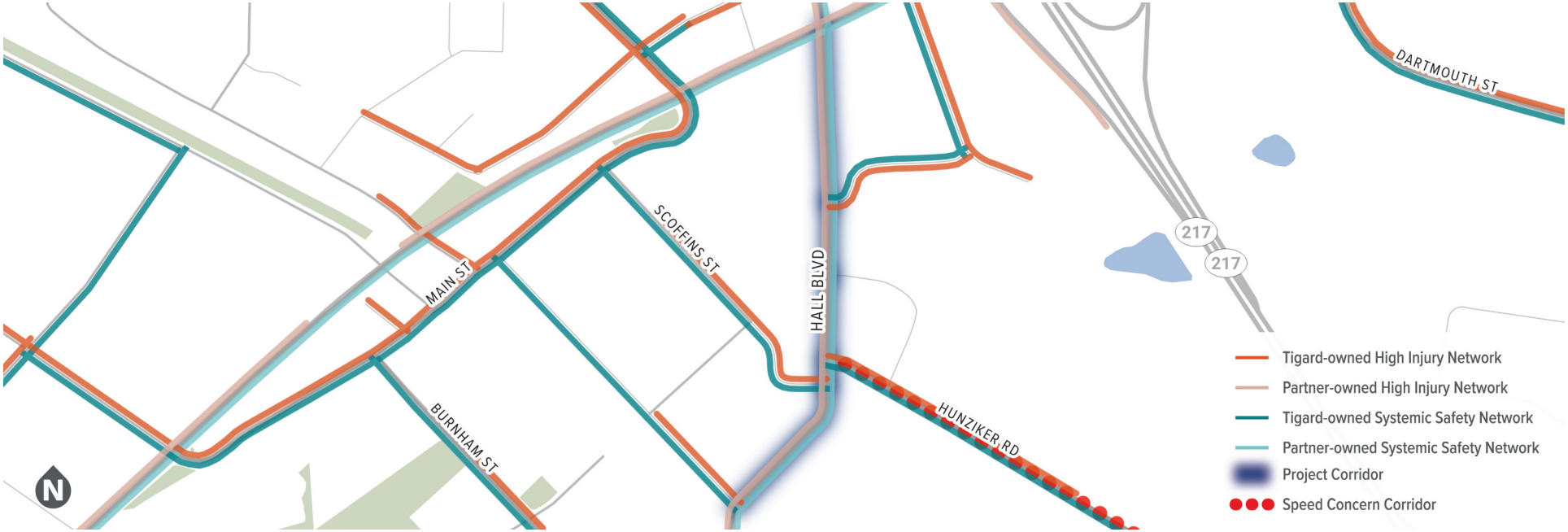
1 SERIOUS INJURY

5 MINOR INJURY

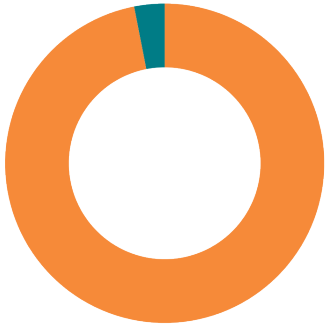
27 POSSIBLE INJURY

31 NO INJURY

19 SW Hall Boulevard (Central A Segment)



CRASHES BY MODE



63 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

2 PEDESTRIAN

ENVIRONMENTAL FACTORS



75% DAYLIGHT

3% TWILIGHT

20% DARK/LIT

2% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

20 SW Hall Boulevard (Central B Segment)



SPEED LIMIT
30-35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
0.41

TOP CRASH TYPES

73% REAR-END

27% ANGLE

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

0% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

55% FOLLOWING TOO CLOSE

18% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION **0%**

MID-BLOCK **100%**

CRASH SEVERITY

0 FATAL INJURY

0 SERIOUS INJURY

3 MINOR INJURY

4 POSSIBLE INJURY

4 NO INJURY

20 SW Hall Boulevard (Central B Segment)



CRASHES BY MODE



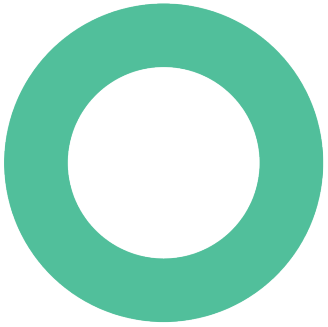
9 MOTOR VEHICLE

0 MOTORCYCLE

2 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



100% DAYLIGHT

0% TWILIGHT

0% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

21 SW Hall Boulevard (South Segment)



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
1.27

TOP CRASH TYPES

40% REAR-END

37% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

3% ALCOHOL-INVOLVED

7% SPEED-INVOLVED

1% DRUG-INVOLVED

TOP CRASH BEHAVIORS

31% FOLLOWING TOO CLOSE

22% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION 62%

MID-BLOCK 38%

CRASH SEVERITY

0 FATAL INJURY

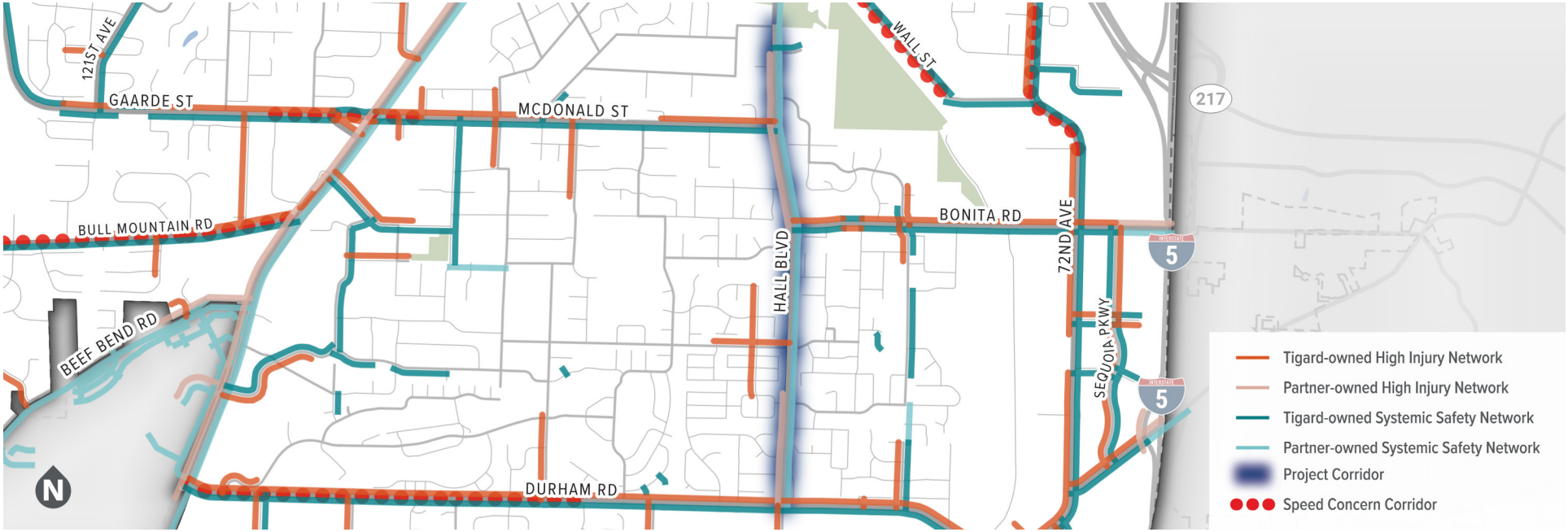
4 SERIOUS INJURY

16 MINOR INJURY

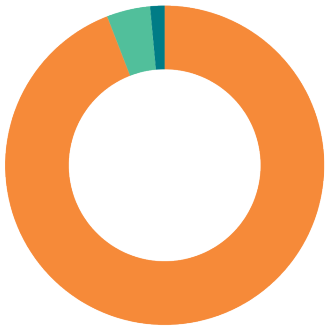
16 POSSIBLE INJURY

32 NO INJURY

21 SW Hall Boulevard (South Segment)



CRASHES BY MODE



64 MOTOR VEHICLE

0 MOTORCYCLE

3 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



69% DAYLIGHT

12% TWILIGHT

18% DARK/LIT

1% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

22 SW McDonald Street



SPEED LIMIT
35 mph

FUNCTIONAL CLASS
Arterial

LENGTH (MILES)
1.05

TOP CRASH TYPES

44% TURNING MOVEMENT

40% REAR-END

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

0% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

48% FAILURE TO YIELD

28% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION **60%**

MID-BLOCK **40%**

CRASH SEVERITY

0 FATAL INJURY

0 SERIOUS INJURY

4 MINOR INJURY

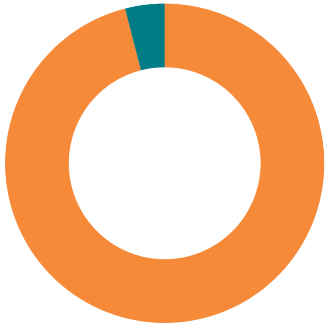
12 POSSIBLE INJURY

9 NO INJURY

22 SW McDonald Street



CRASHES BY MODE



24 MOTOR VEHICLE

0 MOTORCYCLE

0 BICYCLE

1 PEDESTRIAN

ENVIRONMENTAL FACTORS



84% DAYLIGHT

4% TWILIGHT

12% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

23 SW Tiedeman Avenue



SPEED LIMIT
25 mph

FUNCTIONAL CLASS
Collector

LENGTH (MILES)
0.75

TOP CRASH TYPES

35% TURNING MOVEMENT

24% ANGLE

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

6% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

41% FAILURE TO YIELD

24% FOLLOWING TOO CLOSE

CRASH LOCATIONS

INTERSECTION 65%

MID-BLOCK 35%

CRASH SEVERITY

0 FATAL INJURY

0 SERIOUS INJURY

4 MINOR INJURY

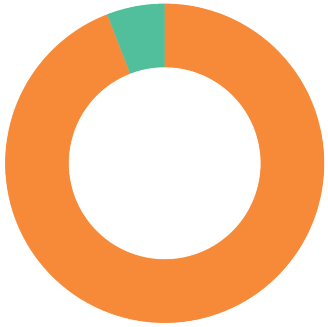
4 POSSIBLE INJURY

9 NO INJURY

23 SW Tiedeman Avenue



CRASHES BY MODE



16 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



82% DAYLIGHT

18% TWILIGHT

0% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE PRESENT

SIDEWALK PRESENT

24 SW 79th Avenue



SPEED LIMIT
25 mph

FUNCTIONAL CLASS
Neighborhood

LENGTH (MILES)
0.75

TOP CRASH TYPES

75% REAR-END

25% TURNING MOVEMENT

TOP CRASH CONTRIBUTING FACTORS

0% ALCOHOL-INVOLVED

0% SPEED-INVOLVED

0% DRUG-INVOLVED

TOP CRASH BEHAVIORS

75% FOLLOWING TOO CLOSE

25% FAILURE TO YIELD

CRASH LOCATIONS

INTERSECTION 75%

MID-BLOCK 25%

CRASH SEVERITY

0 FATAL INJURY

0 SERIOUS INJURY

1 MINOR INJURY

2 POSSIBLE INJURY

1 NO INJURY

24 SW 79th Avenue



CRASHES BY MODE



3 MOTOR VEHICLE

0 MOTORCYCLE

1 BICYCLE

0 PEDESTRIAN

ENVIRONMENTAL FACTORS



75% DAYLIGHT

0% TWILIGHT

25% DARK/LIT

0% DARK/UNLIT

0% UNKNOWN

PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

SIDEWALK PRESENT

Tigard Safe Streets Action Plan

City Council Meeting

August 12, 2025

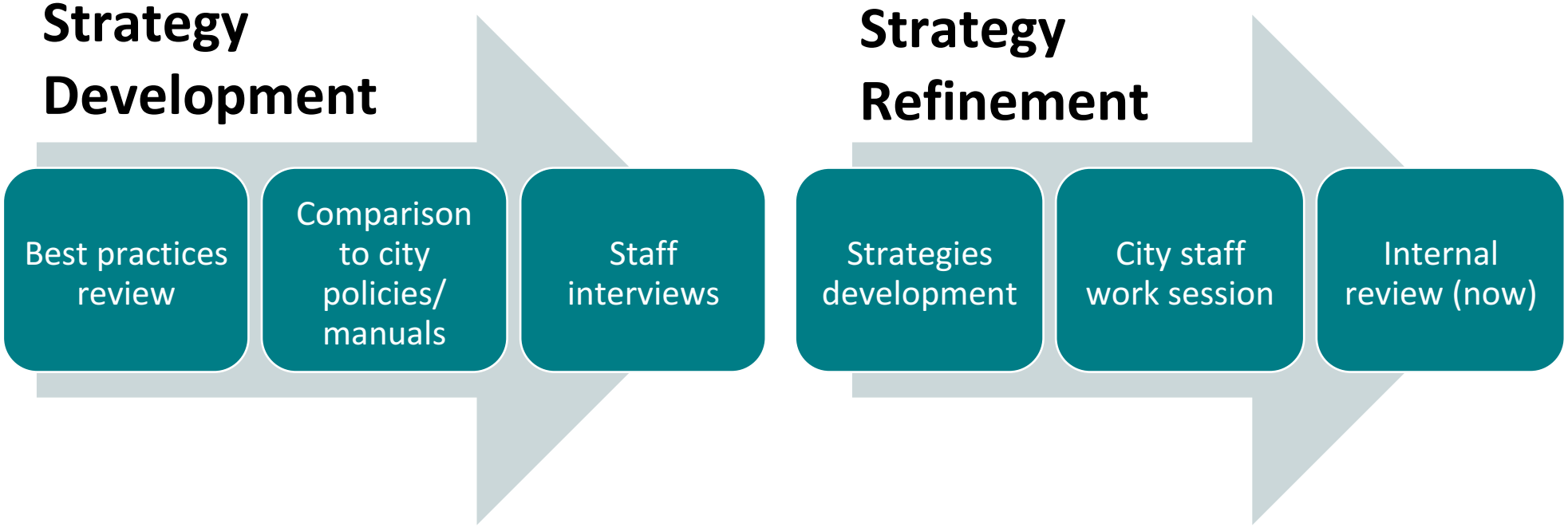
Agenda

1. Safe Streets Strategies
2. Priority Safety Corridors
3. Recent and Upcoming Engagement
4. Next Steps

1. Safe Streets Strategies

TIGARD SAFE STREETS ACTION PLAN

Safe Streets Strategies: Process



Safe Streets Strategies

Topics covered:

- Capital Projects & Maintenance
- Planning and Private Development
- Programs
- Funding
- Enforcement & Emergency Response



City team members consider the set of refined strategies

Safe Streets Strategies: Departments

- Police Department
- Finance
- City Management
- Public Works
- Community Development

Public Works

- Check if locations have a history or risk of serious crashes and add safety improvements when starting projects there.
- Create a team that meets regularly to review recent serious crash sites and recommend engineering fixes.
- Prioritize safety when selecting which street projects to fund and build.
- Scope a program for installing new streetlights where better lighting could prevent crashes.
- Coordinate with partners like TriMet, ODOT, and emergency services to improve safety with features like emergency signal timing and better lighting.

Community Development

- Apply for grant funding with other cities and agencies to support regional safety projects.
- Coordinate with outside agencies to plan safety upgrades on major roads the City doesn't control.
- Establish process to set aside money to help the city apply for grants for safety projects.
- Learn from other cities' e-bike and scooter programs and update Tigard's rules to support safe use.
- Involve high school students in planning safer streets near schools and share info about walking, biking, and driving safely.
- Partner with TriMet, AARP, and others to help older adults feel confident using transit, walking, or biking.

2. Priority Safety Corridors

TIGARD SAFE STREETS ACTION PLAN

Step 1: Location Eligibility

Location must be:

- on the city-owned network, OR
- on a street in the process of being jurisdictionally transferred to City, OR
- an intersection of two city-owned streets

AND

On one or more of the following:

- High Injury Network
- High Injury Intersection
- Systemic Safety Network
- Speeding Concern Corridor

Eligible locations scored on alignment with Safe Streets Action Plan Goals



EQUITY

Locations where a greater percentage of residents are socially vulnerable or less likely to have transportation options they can afford.



VULNERABLE ROAD USERS

High crash and high risk streets for people walking and bicycling, and locations where a greater percentage of households do not have vehicles.



LIVABLE COMMUNITIES

Locations where making it safe and comfortable to walk, bike, and take transit will help us meet Tigard's climate goals.

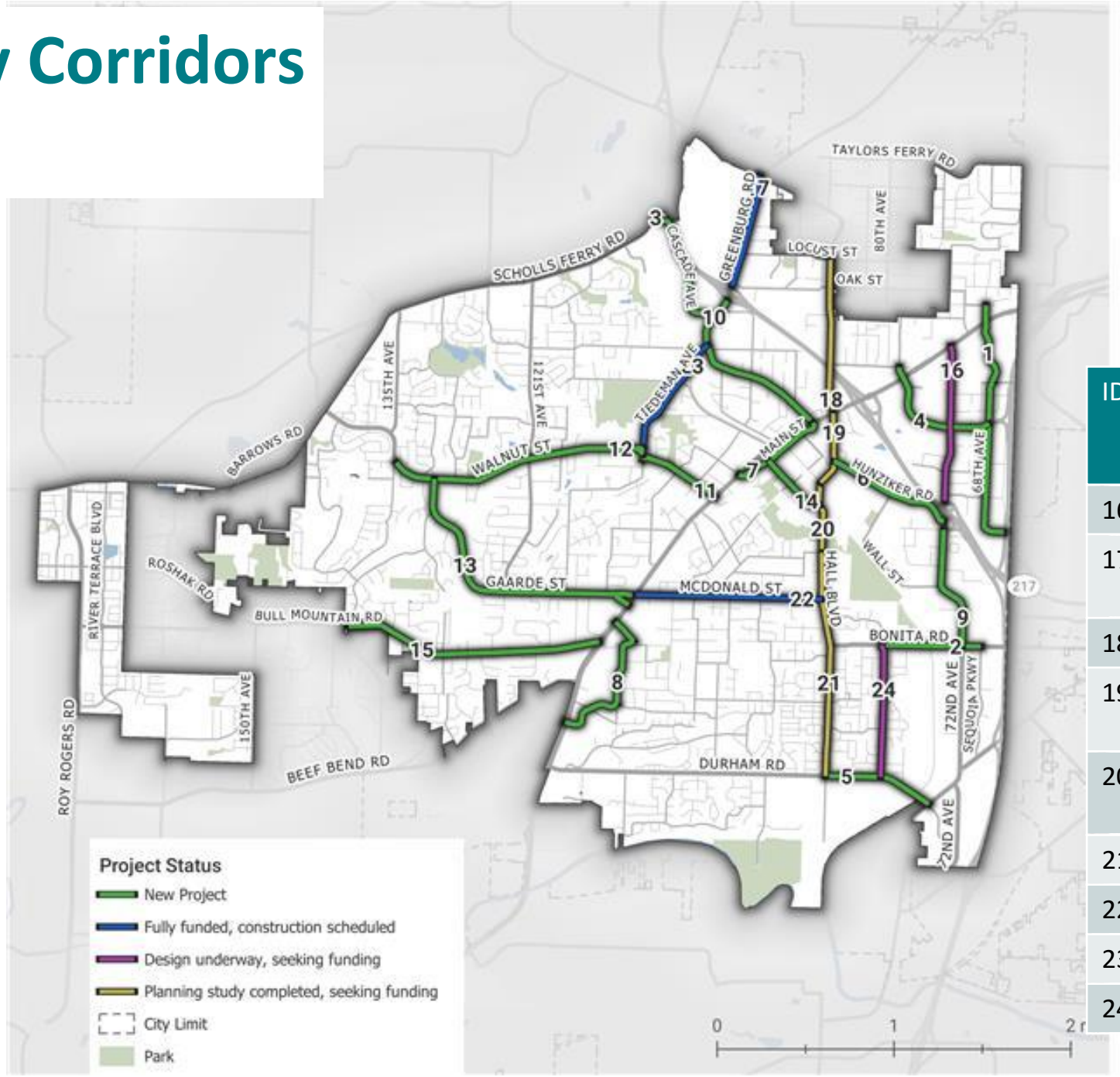
Corridor Selection Process



- Eligibility screening
- Scoring
- City & Task Force Input
- Public and Council Input
- Partner coordination

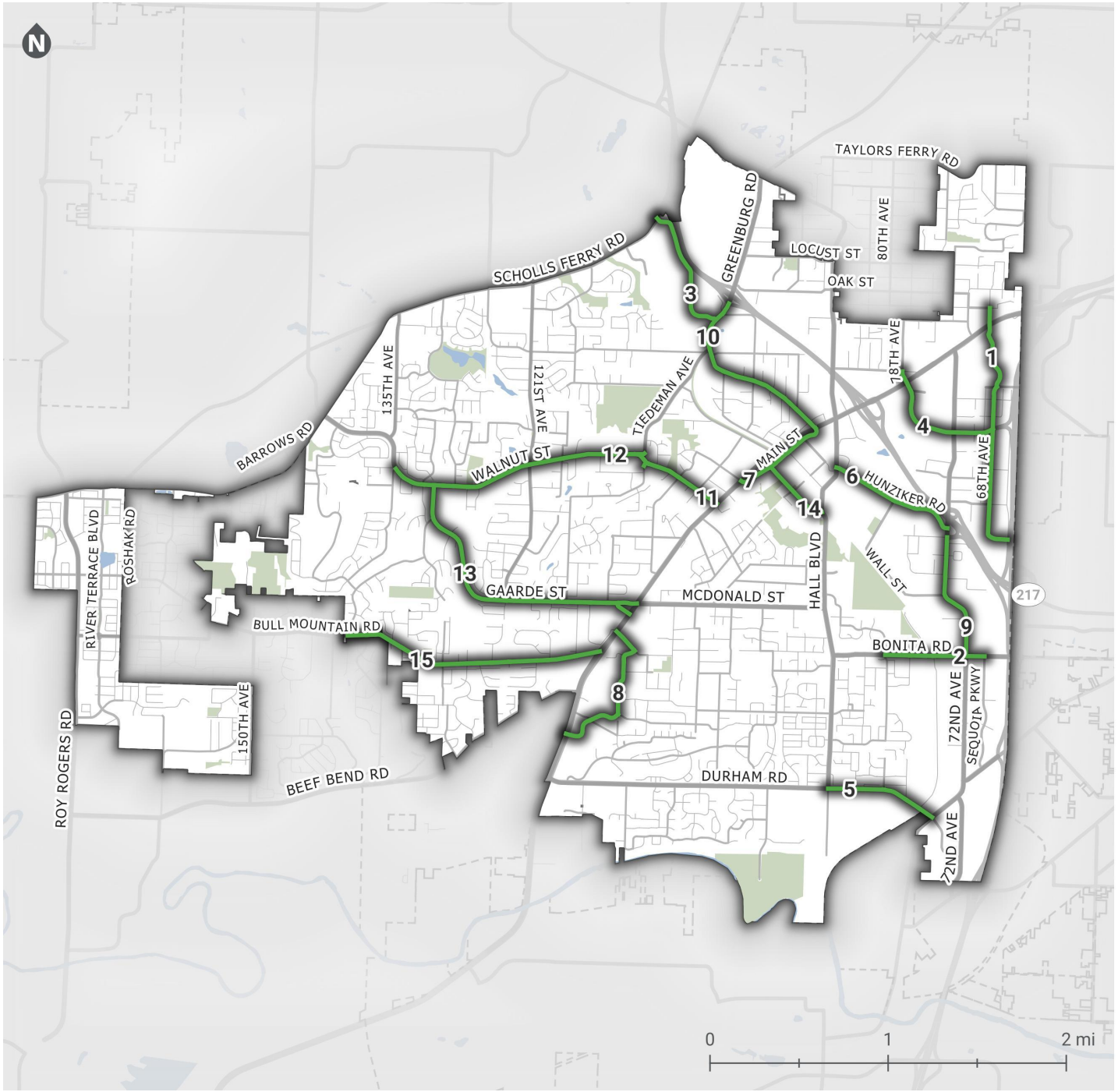
Safety Priority Corridors

ID	New Projects
1	SW 68th/69th Ave
2	SW Bonita Rd
3	SW Cascade Ave
4	SW Dartmouth St
5	SW Durham Rd
6	SW Hunziker Rd
7	SW Main St
8	SW Royalty Pkwy
9	SW 72nd Ave (South)
10	SW Greenburg Rd (South)
11	SW Walnut St (East)
12	SW Walnut St (West)
13	SW Gaarde St
14	SW Burnham St
15	SW Bull Mountain Rd



ID	Funded Projects or Projects with Design/Planning Work
16	SW 72nd Ave (North)
17	SW Greenburg Rd (North)
18	SW Hall Blvd (North)
19	SW Hall Blvd (Central A Segment)
20	SW Hall Blvd (Central B Segment)
21	SW Hall Blvd (South)
22	SW McDonald St
23	SW Tiedeman Ave
24	SW 79th Ave

Locations in need of new safety project concepts



Tigard SS4A: Safety Priority Corridors

ID	Corridor Name
1	SW 68th/69th Avenue
2	SW Bonita Road
3	SW Cascade Avenue
4	SW Dartmouth Street
5	SW Durham Road
6	SW Hunziker Road
7	SW Main Street
8	SW Royalty Parkway
9	SW 72nd Ave (South)
10	SW Greenburg Rd (South)
11	SW Walnut Street (East)
12	SW Walnut Street (West)
13	SW Gaarde Street
14	SW Burnham Street
15	SW Bull Mountain Road

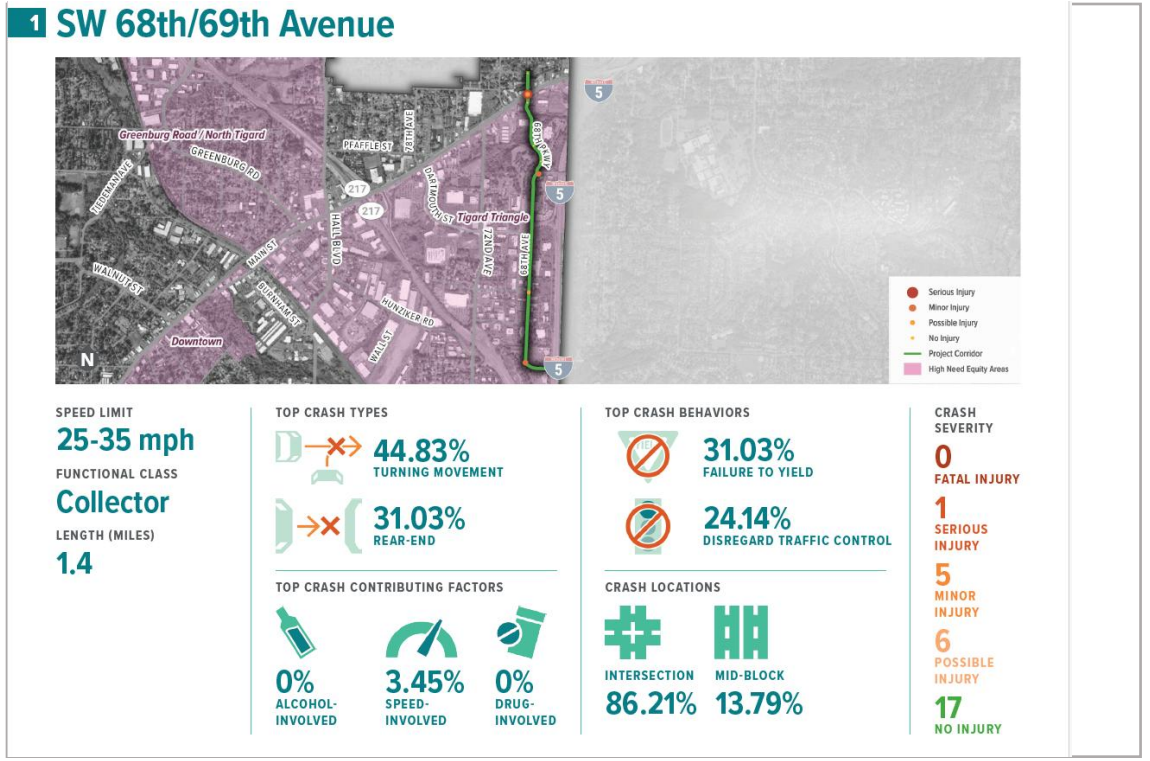
Safety Priority Corridors
City Limit
Park

TOOLE DESIGN
CITY OF Tigard

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Summary Sheets

- Summarizes safety priority corridors
- More comprehensive version for the 15 locations in need of new projects
- Public-friendly overview of safety issues and countermeasures
- Support for future grant applications and other efforts to find funding

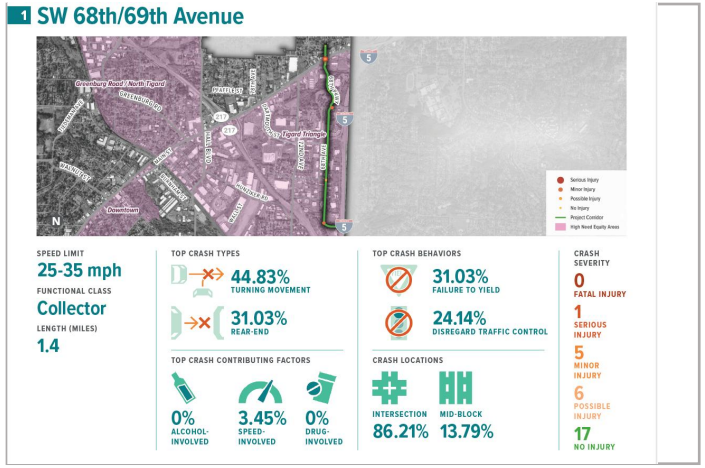


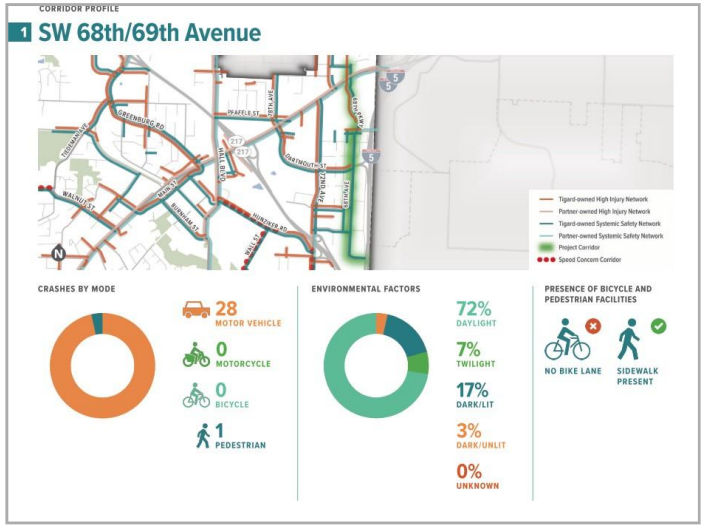
TIGARD SAFE STREETS ACTION PLAN

Sheets include:

- Crash characteristics
- Modal and environmental factors
- Crash diagrams for key intersections*
- Countermeasures*

*Only for new project locations







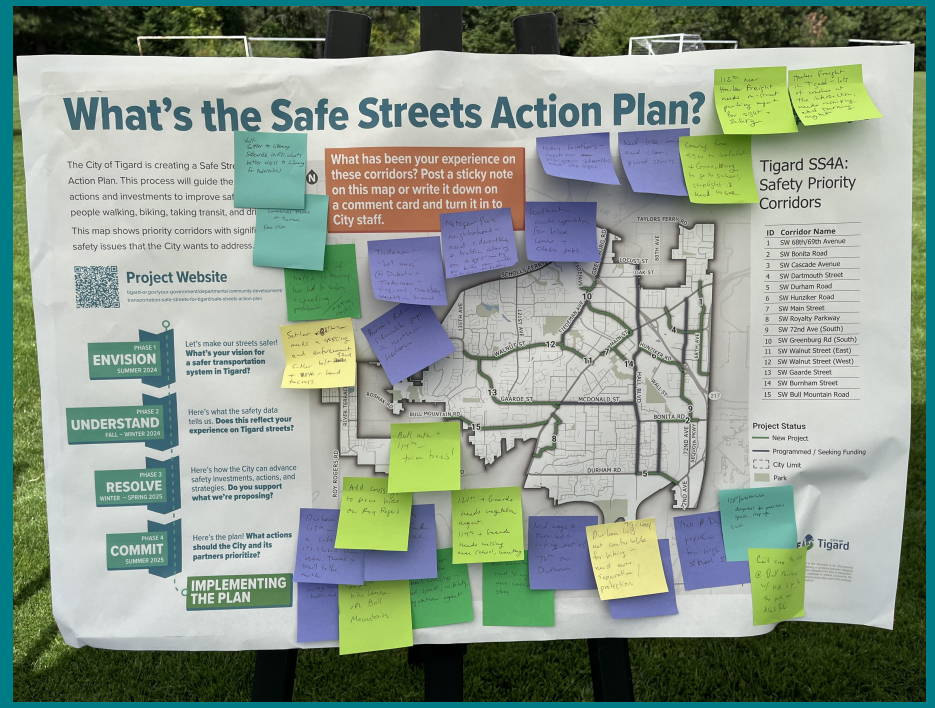
TIGARD SAFE STREETS ACTION PLAN

3. Recent & Upcoming Engagement

TIGARD SAFE STREETS ACTION PLAN

Recent Engagement

- July 21: Task Force Meeting #3
- July 26: Tabling at Tigard Community Preparedness Fair
- August/September: Online Comment (Safe Streets Action Plan | City of Tigard)







Upcoming Engagement

- August:
  - Online comment
  - City Council Briefing #3
  - Project concepts for select corridors
  - Data dashboard development
- Early/Mid Sept: Task Force #4
- Sept 20: Family Fun with Tigard Police & Public Works

4. Next Steps

TIGARD SAFE STREETS ACTION PLAN

Next Steps

October 2025 - Anticipated Plan Adoption

Safe Streets and Roads for All (SS4A) federal safety grants

- An adopted plan makes Tigard eligible for future rounds of construction grants
- Pursue construction funds in 2026 for an identified safety priority corridor

Questions?

TIGARD SAFE STREETS ACTION PLAN