Tigard Business Meeting
AGENDA

TIGARD CITY COUNCIL

MEETING DATE AND TIME:	NOVEMBER 4, 2025 - 6:30 p.m. Business Meeting & 8:15 p.m. Executive Session **Revised: October 30, 2025 to add Item No.7 to Address Food Insecurity**
MEETING LOCATION:	Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223 - See PUBLIC NOTICE below

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: https://www.tigard-or.gov/your-government/video-public-testimony-registration

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. PUBLIC COMMENT **6:35 p.m. estimated time**

   A. Public Comment – Written

   B. Public Comment – In Person

   C. Public Comment – Phone-In or Video

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

4. BOARD AND COMMITTEE APPOINTMENTS **6:50 p.m. estimated time**

5. SAFE STREETS FOR ALL (SS4A) ACTION PLAN ADOPTION **7:20 p.m. estimated time**

6. HOUSING WORK PLAN UPDATE **7:50 p.m. estimated time**

7. COUNCIL CONSIDERATION OF A ONE-TIME DONATION OF FUNDS TO ADDRESS FOOD INSECURITY **8:10 p.m. estimated time**

8. NON-AGENDA ITEMS

9. EXECUTIVE SESSION: The Tigard City Council will go into Executive Session to discuss exempt public records, under ORS 192.660(2) (f). 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. Executive Sessions are closed to the public. No Executive Session may be held for the purpose of taking any final action or making any final decision.
8:15 p.m. estimated time

10. ADJOURNMENT **9:15 p.m. estimated time**

AIS-5921 **4.**

Business Meeting

Meeting Date: 11/04/2025

Length (in minutes): 30 Minutes

Agenda Title: Board and Committee Appointments

Authored By: Nicole Hendrix

Presented By: City Manager's Office Assistant Hathaway

Item Type: Resolution

Information

EXPLANATION OF ISSUE

Board members are key to informing the development of Tigard's programs and policies. These volunteers dedicate time and expertise to serve as an important link to community needs and represent community values.

The City of Tigard's Budget Committee, Committee for Community Engagement, Library Board, Park and Recreation Advisory Board, Planning Commission, Town Center Advisory Commission, Tigard Transportation Advisory Committee, and Tigard Youth Advisory Council had open member positions that needed to be filled.

ACTION REQUESTED

City Council is asked to consider passing one resolution to appoint members to current vacancies on city boards; these appointments are recommended by the Mayor.

BACKGROUND INFORMATION

Applications to serve on a City board are open year-round for anyone to apply. A large recruitment effort is completed in the summer and subsequent, smaller rounds of recruitment work to fill the remaining openings.

Applications for this round received by September 8, 2025 were routed to the Mayor and interview panel for consideration. Interviews were conducted October 9, 10, 11, and 14.

ALTERNATIVES & RECOMMENDATION

The Mayor and interview panel recommends approving the attached resolution to appoint board and committee members. The Council may decide not to approve some or all of the recommendations.

ADDITIONAL RESOURCES

N/A

Attachments

Presentation

Resolution



City of Tigard
Board, Committee, & Commission Appointments

November 4, 2025

CITY OF Tigard

Recommended Appointees

Name	Committee	Position	Term End
Glenn Armstrong Derek Lawson	Budget Committee	Alternate Voting	2028 2028
Israel Jacquez Bryan Juarez Shaila Kotadia Caitlin McKinley Connie Ramaekers	Committee for Community Engagement	Voting Voting Voting Voting Voting	2029 2029 2029 2029 2029
Jessica Lin	Library Board	Voting	2029
Lori Rasor Joleine Sigler	Park & Recreation Advisory Board	Voting Voting	2029 2029
Carl Springer	Planning Commission	Voting	2029

Recommended Appointees

Name	Committee	Position	Term End
Ben Coli	Town Center Advisory Commission	Voting	2028
John Goodhouse		Voting	2028
Robert Tomasovic		Voting	2028
Jane Honeyman	Tigard Transportation Advisory Committee	Voting	2028
Lori Severino		Voting	2028
Henry Taylor-Goalby		Voting	2028
Zoey Godfrey	Tigard Youth Advisory Council	Voting	2026
Ayla Leniger		Voting	2026
Faith Ly		Voting	2026
Kailani Rue		Voting	2026
Kimberly Vargas		Voting	2026
Chelsy Vicente Xiloj		Voting	2026
Millie Williams		Voting	2026



Congratulations
Board & Committee Members!
Thank you for serving our community

CITY OF Tigard

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 25-

A RESOLUTION APPOINTING CITY OF TIGARD BOARD & COMMITTEE MEMBERS TO BUDGET COMMITTEE, COMMITTEE FOR COMMUNITY ENGAGEMENT, LIBRARY BOARD, PARK & RECREATION ADVISORY BOARD, PLANNING COMMISSION, TOWN CENTER ADVISORY COMMISSION, TIGARD TRANSPORTATION ADVISORY COMMITTEE, AND TIGARD YOUTH ADVISORY COUNCIL

WHEREAS, The City of Tigard's Budget Committee, Committee for Community Engagement, Library Board, Park & Recreation Advisory Board, Planning Commission, Town Center Advisory Commission, Tigard Transportation Advisory Committee, and Tigard Youth Advisory Council have vacancies; and

WHEREAS, Board members are key to informing the development of Tigard's programs and policies. These volunteers dedicate time and expertise to serve as an important link to community needs and represent community values.

WHEREAS, Mayor Hu recommends the applicants below for appointment.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Glenn Armstrong is appointed to Budget Committee as an alternate member effective immediately through December 31, 2028. Derek Lawson is appointed to Budget Committee as a voting member effective immediately through December 31, 2028.

SECTION 2: Israel Jacquez is appointed to Committee for Community Engagement as a voting member effective immediately through December 31, 2029. Bryan Juarez is appointed to Committee for Community Engagement as a voting member effective immediately through December 31, 2029. Shaila Kotadia is appointed to Committee for Community Engagement as a voting member effective immediately through December 31, 2029. Caitlin McKinley is appointed to Committee for Community Engagement as a voting member effective immediately through December 31, 2029. Connie Ramaekers is appointed to Committee for Community Engagement as a voting member effective immediately through December 31, 2029.

SECTION 3: Jessica Lin is appointed to Library Board as a voting member effective immediately through December 31, 2029.

SECTION 4: Lori Rasor is appointed to Park & Recreation Advisory Board as a voting member effective immediately through December 31, 2029. Joleine Sigler is appointed to Park & Recreation Advisory Board as a voting member effective immediately through December 31, 2029.

SECTION 5: Carl Springer is appointed to Planning Commission as a voting member effective immediately through December 31, 2029.

SECTION 6: Ben Coli is appointed to Town Center Advisory Commission as a voting member effective immediately through December 31, 2028. John Goodhouse is appointed to Town Center Advisory Commission as a voting member effective immediately through December 31, 2028. Robert Tomasovic is appointed to Town Center Advisory Commission as a voting member effective immediately through December 31, 2028.

SECTION 7: Jane Honeyman is appointed to Tigard Transportation Advisory Committee as a voting member effective immediately through December 31, 2028. Lori Severino is appointed to Tigard Transportation Advisory Committee as a voting member effective immediately through December 31, 2028. Henry Taylor-Goalby is appointed to Tigard Transportation Advisory Committee as a voting member effective immediately through December 31, 2028.

SECTION 8: Zoey Godfrey is appointed to Tigard Youth Advisory Council as a voting member effective immediately through December 31, 2026. Ayla Leniger is appointed to Tigard Youth Advisory Council as a voting member effective immediately through December 31, 2026. Faith Ly is appointed to Tigard Youth Advisory Council as a voting member effective immediately through December 31, 2026. Kailani Rue is appointed to Tigard Youth Advisory Council as a voting member effective immediately through December 31, 2026. Kimberly Vargas is appointed to Tigard Youth Advisory Council as a voting member effective immediately through December 31, 2026. Chelsy Vicente Xiloj is appointed to Tigard Youth Advisory Council as a voting member effective immediately through December 31, 2026. Millie Williams is appointed to Tigard Youth Advisory Council as a voting member effective immediately through December 31, 2026.

SECTION 9: This resolution is effective immediately upon passage.

PASSED: This 4th day of November 2025.

_____

Mayor - City of Tigard

ATTEST:

_____

City Recorder - City of Tigard

AIS-5967 **5.**

Business Meeting

Meeting Date: 11/04/2025

Length (in minutes): 30 Minutes

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

Authored By: Courtney Furman

Presented By: Principal Engineer Furman & Principal Transportation Planner Gehrke

Item Type: Motion Requested
Resolution

Information

EXPLANATION OF ISSUE

Provide an opportunity for Council to adopt the Safe Streets Action Plan in support of Tigard's commitment to eliminating traffic deaths and serious injuries on city streets and roads. This uses a Safe Systems approach to prioritize transportation safety.

Plan adoption is a requirement of the Safe Streets for All (SS4A) planning grant from the US Department of Transportation (USDOT). This item corresponds to CIP 95079.

ACTION REQUESTED

Staff is requesting City Council adopt the Safe Streets Action Plan by resolution. In so doing, we will be fulfilling the grant requirements of this project and become eligible for construction grant dollars.

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 eliminating 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. This project plan included a staff briefing to City Council at each phase of the project: (1) Envision, (2) Understand, (3) Resolve, and (4) Commit, as well as 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 included 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.

Community engagement was a component of every project phase, with additional outreach conducted at community events including the Tigard Farmer's Market, Tigard Tree Lighting Ceremony, Tigard Community Preparedness Fair, and Tigard's Public Works/Police Department Family Fun Day.

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 2025-2026 goal to "Cultivate Tigard as a great place to live, work, and play."

ALTERNATIVES & RECOMMENDATION

Council could choose not to issue a resolution, but staff recommend adoption of the SS4A Action Plan by city resolution to show leadership's support for eliminating traffic deaths and injuries on city streets and to fulfill the project's grant requirements.

ADDITIONAL RESOURCES

N/A

Attachments

Presentation

Resolution

Tigard Safe Streets Action Plan

Appendix_A_Safety_Project_Summary_Sheets

Appendix B - Speed Management Toolkit

Tigard Safe Streets Action Plan Adoption

City Council Meeting

November 4, 2025

Path to Plan Adoption

City Council Updates on Safe Streets

- July 2023 – Safe Streets overview
- August 2023 – Resolution 23-25
- September 2024 – Envision
- February 2025 – Understand
- August 2025 – Resolve
- November 2025 – Commit



Vision for Safe Streets

The City of Tigard will have a transportation system where every journey is safe for all road users.

There will be no deaths or serious injuries from traffic crashes within a generation.

Because no loss of life is acceptable on our streets and roads, the City of Tigard commits to eliminating traffic deaths and serious injuries by 2045.

Public Engagement



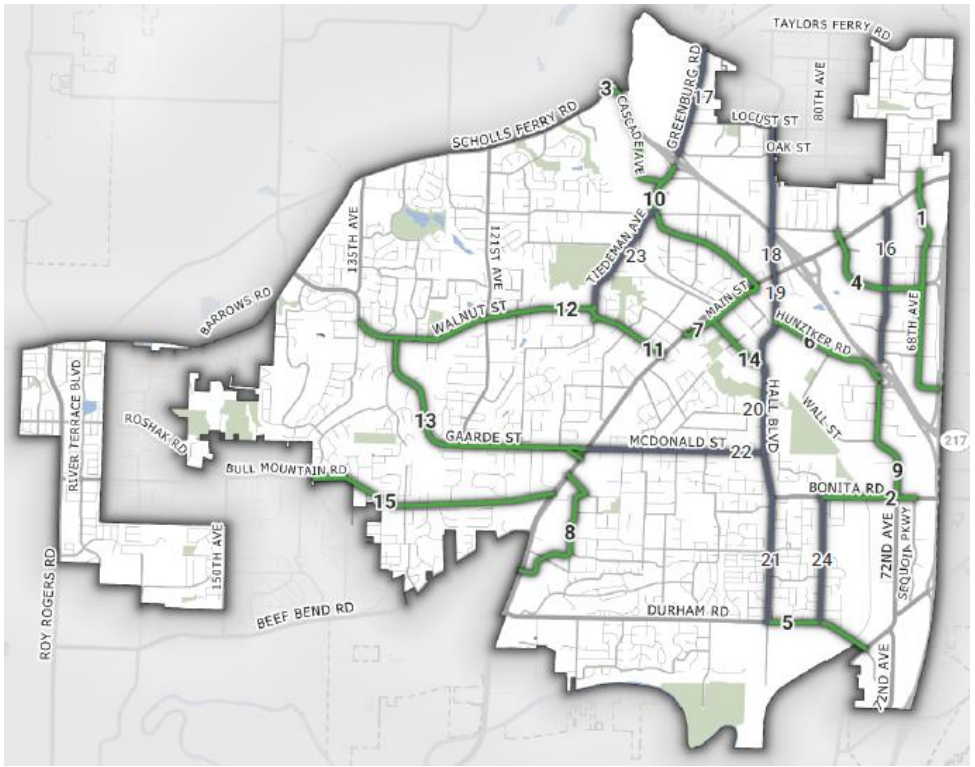
Safety Plan Highlights

Safety Priority Corridors

- 24 total locations
- Safety Project Summary Sheets
- Aid with grant applications and funding search

Safe Streets Strategies

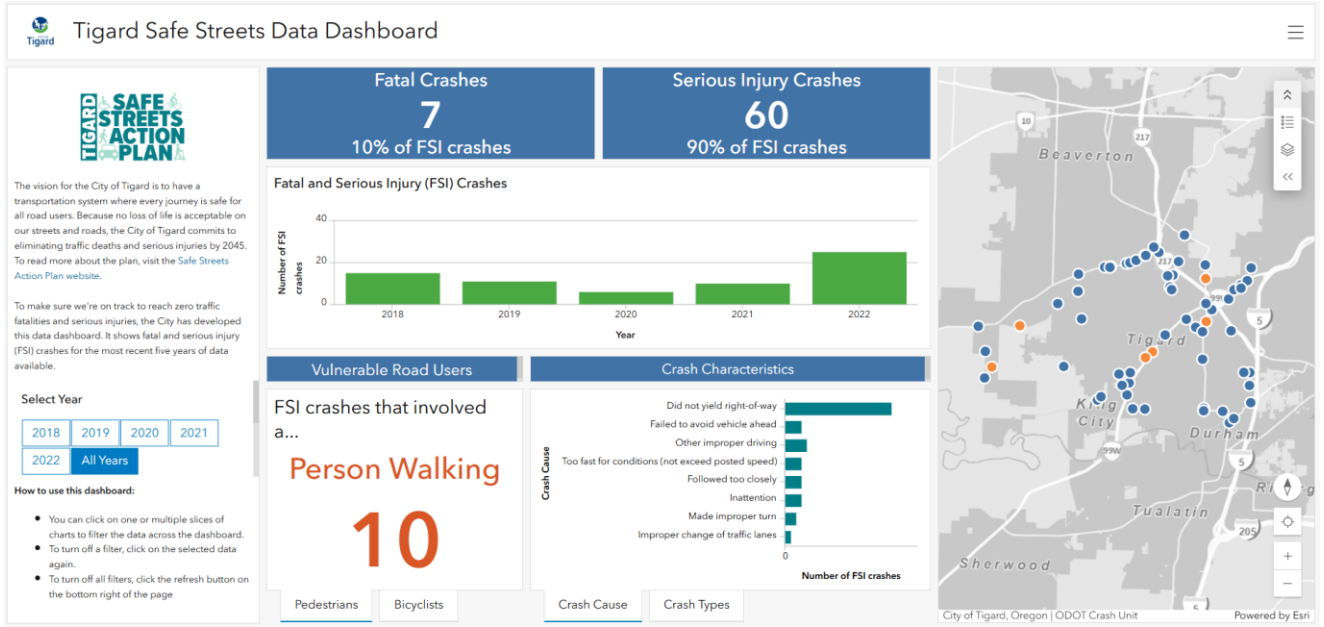
- 32 strategies
- Implementation over the next 10 years
- Led by 5 City departments



TIGARD SAFE STREETS ACTION PLAN

Safe Streets Data Dashboard

- Publicly available online tool
- Data will be updated annually
- The public can track progress



[Safe Streets Crash Data Dashboard]

Speed Management Toolbox

- Tools to reduce vehicle speeds on arterials and collectors
- Will complement the neighborhood traffic calming program for local streets
- Focus on safety priority corridors

Engineering Strategies			Enforcement Strategies	Education Strategies
Horizontal Deflection*	**Vertical Deflection***	**Visual**		
Chicane	Pavement Texture	Choker†	Increased Enforcement	Public Awareness Campaigns
Curb Extension	Raised Crosswalk or Intersection	Lane Striping	Portable Speed Trailer	
Diverters	Speed Hump	Pavement Markings	Radar Speed Data Collection	
Intersection Realignment	Speed Cushion	Signage	Red Light Camera/ Speeding Enforcement Camera	
Median		Speed Feedback Signs		
Narrow Lanes		Street Trees		
Parking On-Street		Terminated Vista‡		
Roundabouts or Mini-Roundabouts				
Traffic Circle				

Next Steps After Plan Adoption

- Pursue Safe Streets and Roads for All (SS4A) federal safety grants in 2026 for construction for a safety priority corridor
- Develop strategies and tools; e.g., 'now' strategies and safety checklist
- Communicate information through data dashboard
- Formalize a Safe Streets Task Force
- Launch crash investigation team to review fatal crashes

Resolution for Plan Adoption

A resolution adopting a Safe Streets Action Plan for the City of Tigard to create a safe transportation system for all, including our most vulnerable users, where traffic deaths and serious injuries are eliminated by 2045 because loss of life is unacceptable while traveling on city streets.

TIGARD SAFE STREETS ACTION PLAN

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 25-

A RESOLUTION ADOPTING A SAFE STREETS ACTION PLAN FOR THE CITY OF TIGARD TO CREATE A SAFE TRANSPORTATION SYSTEM FOR ALL, INCLUDING OUR MOST VULNERABLE USERS, WHERE TRAFFIC DEATHS AND SERIOUS INJURIES ARE ELIMINATED BY 2045 BECAUSE LOSS OF LIFE IS UNACCEPTABLE WHILE TRAVELING ON CITY STREETS.

WHEREAS, 6 people died and 90 were seriously injured in Tigard between the years of 2018 and 2022; and

WHEREAS, of the people who died, 3 were pedestrians and 1 was a cyclist, 67% of the total number of deaths respectively. Of the people who were seriously injured, 9 were pedestrians and 1 was a cyclist, 11% of the total number of injured persons respectively; and

WHEREAS, socially vulnerable communities in Tigard are 80% more likely to have streets on the high-risk crash network; and

WHEREAS, no one should die or be seriously injured while traveling on city streets; and

WHEREAS, the city adopted a Complete Streets Policy in 2019 and a Transportation System Plan in 2022 to plan, design, build, and maintain safe transportation facilities that equitably serve all users, especially vulnerable users; and

WHEREAS, the city made a commitment in 2023 to eliminate traffic deaths and serious injuries using a safe systems approach (Res. No. 23-25); and

WHEREAS, the city received a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation to prepare a Safe Streets Action Plan in partnership with Metro using a safe systems approach; and

WHEREAS, there has been a recent shift away from the traditional traffic safety approach to a safe systems approach that changes the focus from thinking about collision reduction to injury prevention; and

WHEREAS, a safe systems approach recognizes that people make mistakes and are vulnerable to being injured when using transportation facilities; and

WHEREAS, a safe systems approach is centered around designing a system for people, instead of asking people to adjust to an imperfect system; and

WHEREAS, a safe systems approach prioritizes transportation safety, provides guidance on safety improvements and strategies, and, above all, reminds us to put people first when planning, designing, and building transportation facilities; and

WHEREAS, the city desires to formalize its commitment to a safe systems approach by adopting a Safe Streets Action Plan; and

WHEREAS, by adopting a Safe Streets Action Plan, the city will be eligible for future SS4A grants to make safety improvements.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The Tigard City Council adopts the Safe Streets Action Plan ("Plan") attached hereto as Exhibit A and made part of this Resolution.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2025.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

TIGARD

SAFE STREETS ACTION PLAN



OCTOBER 2025

CITY OF Tigard

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2 What Data and People Tell Us About Tigard's Streets 10

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1

Tigard's Path to Safe Streets

What is the Safe Streets Action Plan?

The Safe Streets Action Plan provides a blueprint for eliminating fatal and serious traffic crashes in the City of Tigard. It lays out an ambitious set of proven safety projects, policies, and actions that address Tigard's most common causes of traffic violence, based on community input and detailed crash analysis. To track progress, this plan has created an public online dashboard that can be used for annual reporting.

Safe streets are essential to achieve our vision of Tigard as an equitable community that is walkable, healthy, and accessible for everyone. This plan calls for a lasting commitment – from all levels of City government; regional and state partners; and the people who live, work, and spend time here.

FIGURE 1 Plan timeline



Why Does Tigard Need This Plan Now?

According to available data, **six fatal crashes and ninety serious injury crashes** took place on streets in Tigard from 2018 to 2022, the time period this plan studied.

Each of these crashes was a preventable tragedy that led to grieving families, medical needs, and lives forever changed. While other cities might consider these numbers enviably low, our community believes that any life lost or transformed in a crash is one too many.

While anyone can be at risk when a crash occurs, local crash data shows that the burden of an unsafe system falls most heavily on those who are most vulnerable. People who walk and bicycle in Tigard are over-represented in fatal and severe injury crashes, and Tigard's socially vulnerable neighborhoods are over-burdened with high crash and high risk streets. This plan seeks to save lives and prevent injuries for all street users, and we recognize that the greatest strides can be made by focusing on the safety of people walking, rolling, biking, and taking transit.

Tigard is joining forces with our neighboring cities, counties, and regional governments to eliminate fatal and serious injury crashes once and for all in the Portland metro region. From 2014 to 2023, 943 people were killed and 6,341 seriously injured in traffic crashes across our region within the metropolitan planning area. By working together to understand and address the causes of crashes, our region can make more powerful changes than any one community can achieve on its own.

Recent years have seen regional, state, and federal governments focusing more funding on traffic safety. By preparing this plan now, the City of Tigard hopes to bring more public dollars home to save lives and prevent injuries.

Working Together to Save Lives

The City of Tigard created the Safe Streets Action Plan (the Plan) thanks to funding from the U.S. Department of Transportation's Safe Streets for All (SS4A) Grant Program, which was created by the 2021 Bipartisan Infrastructure Law. Metro led a regional effort to win funds for safety action planning and has provided crash data, analysis, technical assistance, and grant administration.

To learn more about traffic safety in our region and its communities, please visit: oregonmetro.gov/tools-partners/guides-and-tools/safe-streets-all



Our Vision

The City of Tigard will have a transportation system where every journey is safe for all road users. There will be no deaths or serious injuries from traffic crashes within a generation.

Because no loss of life is acceptable on our streets and roads, the City of Tigard commits to eliminating traffic deaths and serious injuries by 2045.



Our Commitment To Providing Safe Streets For All

The Safety Action Plan defines how Tigard will create a safe, comfortable, and connected transportation system for all users. This plan and the recommendations focus first on improving safety outcomes for the most vulnerable users – people on foot and on bicycle – and for the communities who are most burdened and least served by the system that exists today. This approach ensures a system that is safe for everyone.

Building On Tigard's Previous Work

Safe streets are the key to Tigard's future. This Plan builds on work we have been doing to define a vision for our City. Over many years we've heard from families, friends, and neighbors about the kind of community you want Tigard to become. Our safety vision and goals draw on the values, priorities, and decisions you've helped us reach through recent efforts including:

- **Complete Streets Policy and Implementation Plan (2019):** This work established a framework to ensure every street project considers and prioritizes safe, equitable, and convenient access for people of all ages and abilities across all travel modes, with clear guidelines for applying the policy and tracking progress through implementation.
- **Strategic Plan (2020):** This plan set forth a vision of becoming "an equitable community that is walkable, healthy, and accessible for everyone" and organized city efforts around three priorities — excellence in public service, a well-connected pedestrian network, and growth shaped to support that vision — guided by measurable objectives and actions.
- **Tigard on the Move Transportation System Plan (2022):** This plan defined a long-range, multi-modal vision to guide investments and infrastructure so that all users — walkers, bikers, transit riders, and drivers — can move safely, equitably, and efficiently throughout the city over the next few decades.
- **City Council Resolution 23-25 committing to the Safe Systems Approach (2023):** This resolution committed the City of Tigard to eliminate traffic deaths and serious injuries by using a safe systems approach.
- **Racial Equity Action Plan and Equity Commitment Declaration (2023):** This plan outlined the city's pledge to advance equity and inclusion by addressing systemic barriers, embedding racial equity in policies and practices, and holding itself accountable through measurable actions and community partnership.
- **City Council Goals (2025-2026):** Goals focused on housing, economic opportunities, creating a great place, and managing city facilities.

Building on the strong foundation set by these plans, the City conducted an internal review to understand how City staff apply these plans, and what gaps and challenges remain. This plan, and the strategies in chapter 3, build upon interviews with 29 City and partner agency staff across five different department focus groups:

- Budget and Finance
- Planning and Development Review
- Public Works
- Enforcement and Emergency Response
- Programs and Advocacy

These staff interviews, as well as a review of existing plans and policies, revealed challenges in funding, information sharing between City and its partners, staff capacity, an outdated design manual, lack of process for reviewing crash reports and investigations, and safety messaging that hadn't been tailored to local needs and priorities.



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2

What Data and People Tell Us About Tigard's Streets

What Makes Streets Safe For Everyone

The first step towards making Tigard's streets safe for everyone is to fully understand where, why, how, and to whom crashes are happening in the city today and the greatest risks for future serious crashes. Sometimes crashes happen because people make mistakes or poor decisions; the key is to make sure the outcome is not deadly or life-threatening. We all have a part to play in making sure everyone can get home safely.

What is a Safe System Approach?

The Safe System Approach allows City staff to be proactive in making Tigard streets safer. This approach has several key principles:

- **Death and serious injuries are unacceptable.** Our focus needs to be on preventing the worst crash outcomes first.
- **Humans make mistakes.** We need to design and manage our streets to reduce the risk that a mistake leads to death or serious injury.
- **Humans are vulnerable.** Because vehicles can generate speed and momentum that bodies cannot withstand, we need to focus on protecting vulnerable road users – people walking and bicycling – and managing vehicle speeds.
- **Responsibility is shared.** We all have a role to play in preventing the worst crashes.
- **Safety is proactive.** We can use data to fix the problems that raise the risk of crashes, without waiting for someone to lose their life or suffer a serious injury
- **Redundancy is crucial.** When we reduce risks in multiple ways, one aspect of the transportation system can fail and other aspects will still protect people.

Five elements are central to the Safe System approach:

- Safe speeds are core to a Safe System approach and are the first layer of protection. People who are hit at slower speeds face less injury, whereas higher speeds are more deadly.
- Safe streets consider all people who use the streets and are designed to be forgiving of mistakes and human frailty.
- Safe people using the road are alert, unimpaired, and comply with road rules. They take steps to improve their safety and the safety of others.
- Safe vehicles are designed and maintained to prevent crashes and protect all road users – including those outside of the vehicles.
- Post-crash response is about timely emergency response and quality treatment.

Together these elements act as layers of redundancy to prevent crashes and ensure a safe transportation system.

By following these principles and elements, the City and its partners can improve safety through multidisciplinary activities that cross many city departments.

For more information on the Safe System Approach, visit: transportation.gov/safe-system-approach.

FIGURE 2 The Safe System Approach.



Understanding Why Crashes Happen In Tigard

Understanding the crashes that are happening today is the first step in making Tigard's streets safe for everybody. There were nearly 3,000 reported crashes between 2018 and 2022. While many resulted in property damage and inconvenience, this plan focuses on those that killed or injured people.

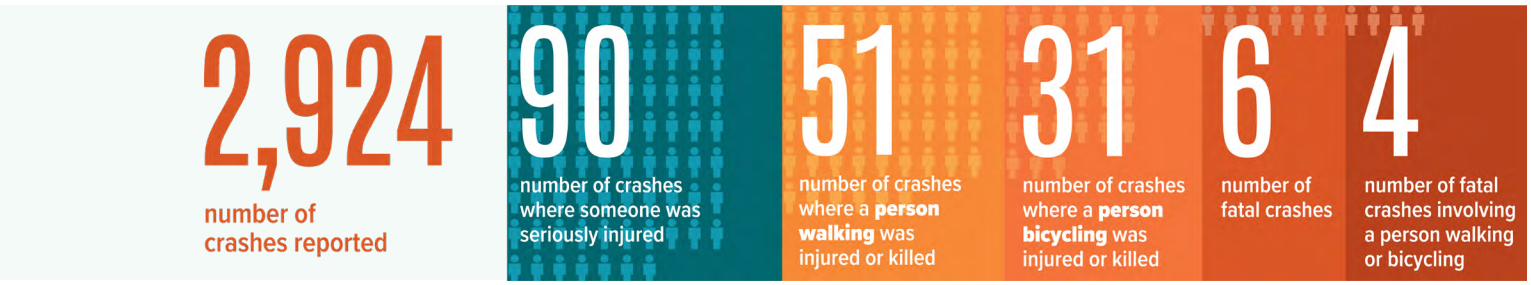


FIGURE 3 Summary statistics of crashes in Tigard[1]

Sometimes crashes happen because people make mistakes or poor decisions. These actions include failing to yield, driving recklessly, not obeying stop signs, and driving under the influence (or when tired or unwell). The conventional response to this information has been to focus traffic safety work on behavior change through education and enforcement. While these strategies are critical, the Safe System Approach prioritizes solutions and changes to the built environment that can also affect behavior.

Serious injury and fatal crashes were most often linked to these behaviors:



FIGURE 4 Most common behaviors contributing to serious or fatal crashes in Tigard

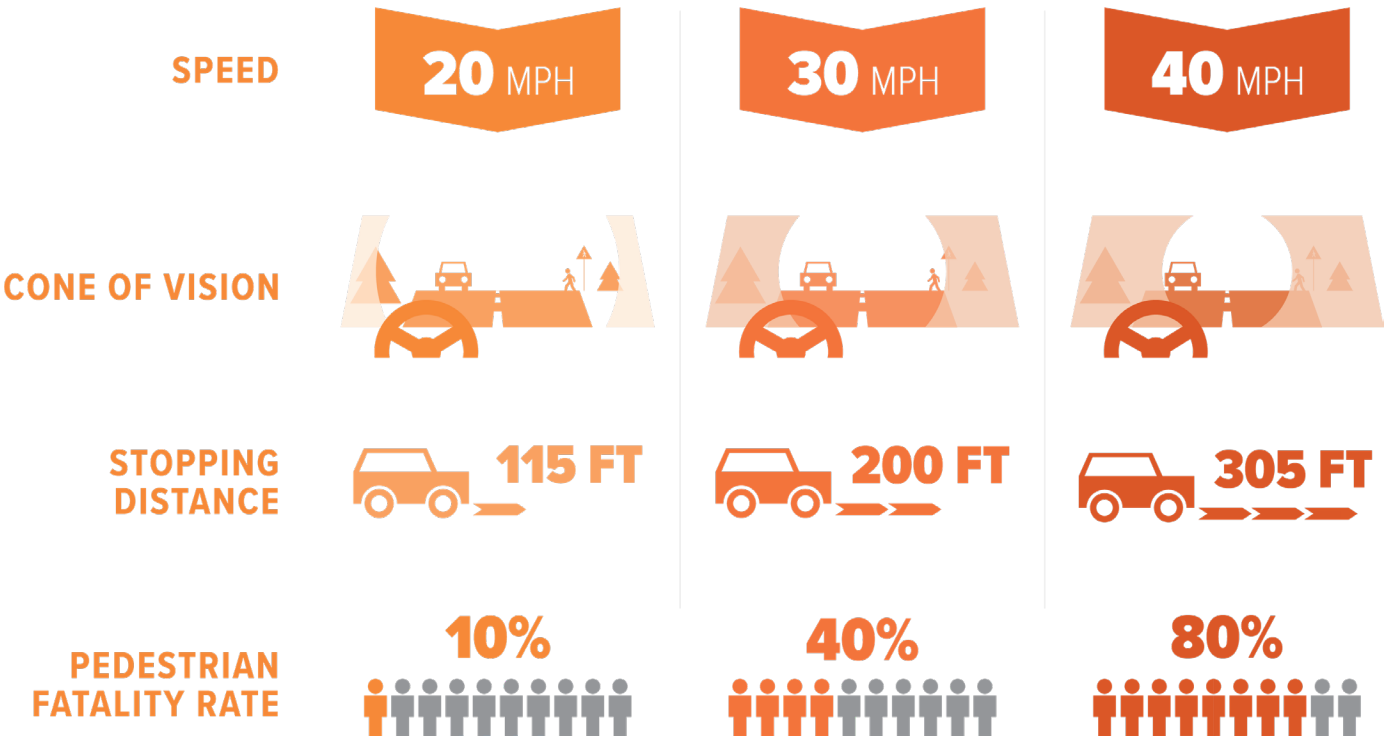
1 Based on reported crash data available through the state. In Oregon, crashes are required to be reported if the damage to a motor vehicle is at least $2,500 or if there are injuries. The data is not available until 12-18 months after the end of the year reported. For example, 2022 crash data was made available in spring of 2024.



Speed Puts Us On The Fast Track To Crashes

Research has proven that the faster a car is moving, the more likely a crash becomes, and the more serious the crash outcomes are likely to be. This is especially true for vulnerable road users like people walking and bicycling, who are not protected by a vehicle. If we want to prevent traffic deaths and serious injuries, we need to set speed limits and design roadways for safe, survivable speeds for all users.

FIGURE 5 The Effects of Speed on Traffic Fatalities

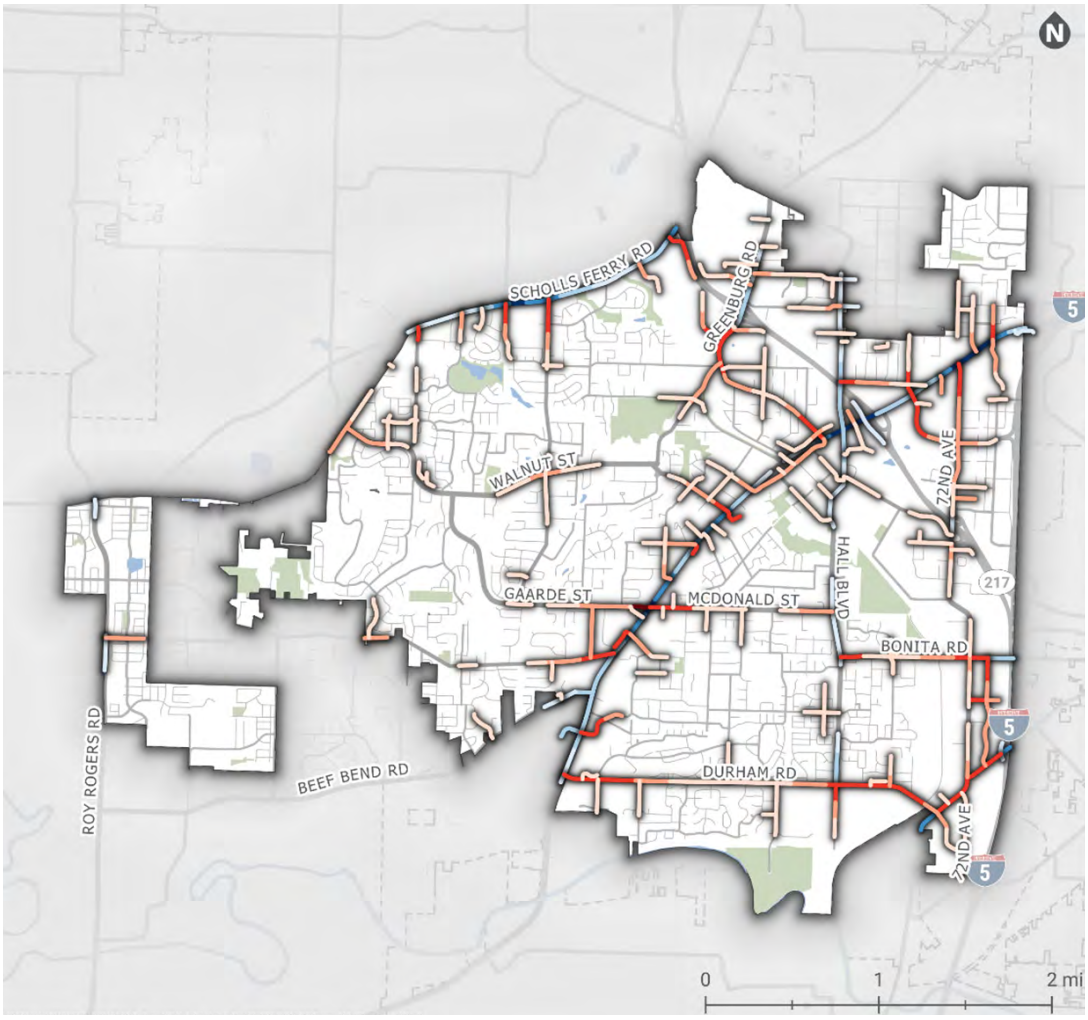


High Injury Network

We have the power to design and manage our streets in ways that reduce the consequences of crashes when they occur. That work begins with identifying the streets and intersections with the most frequent and most serious crashes. By studying the last five years of crash data (2018-2022), the City mapped a network of streets with a history of crashes, called a High Injury Network. These are the street segments where safety improvements can be made in reaction to past serious crashes. The High Injury Network shows where crashes have occurred, and where the City can be responsive.

Not all streets within Tigard's boundaries are owned and managed by the City. The High Injury Network (Figure 6) is composed of both Tigard-owned streets (shown as red lines) and partner-owned streets (blue lines), shown in different colors on the map below. Other roadway owners are the Oregon Department of Transportation (ODOT) and Washington County. Identifying ownership helps the City improve safety on its own streets, while working with partners to design, fund, and construct safety projects on theirs.

FIGURE 6 High Injury Network



Network Screening - All Modes

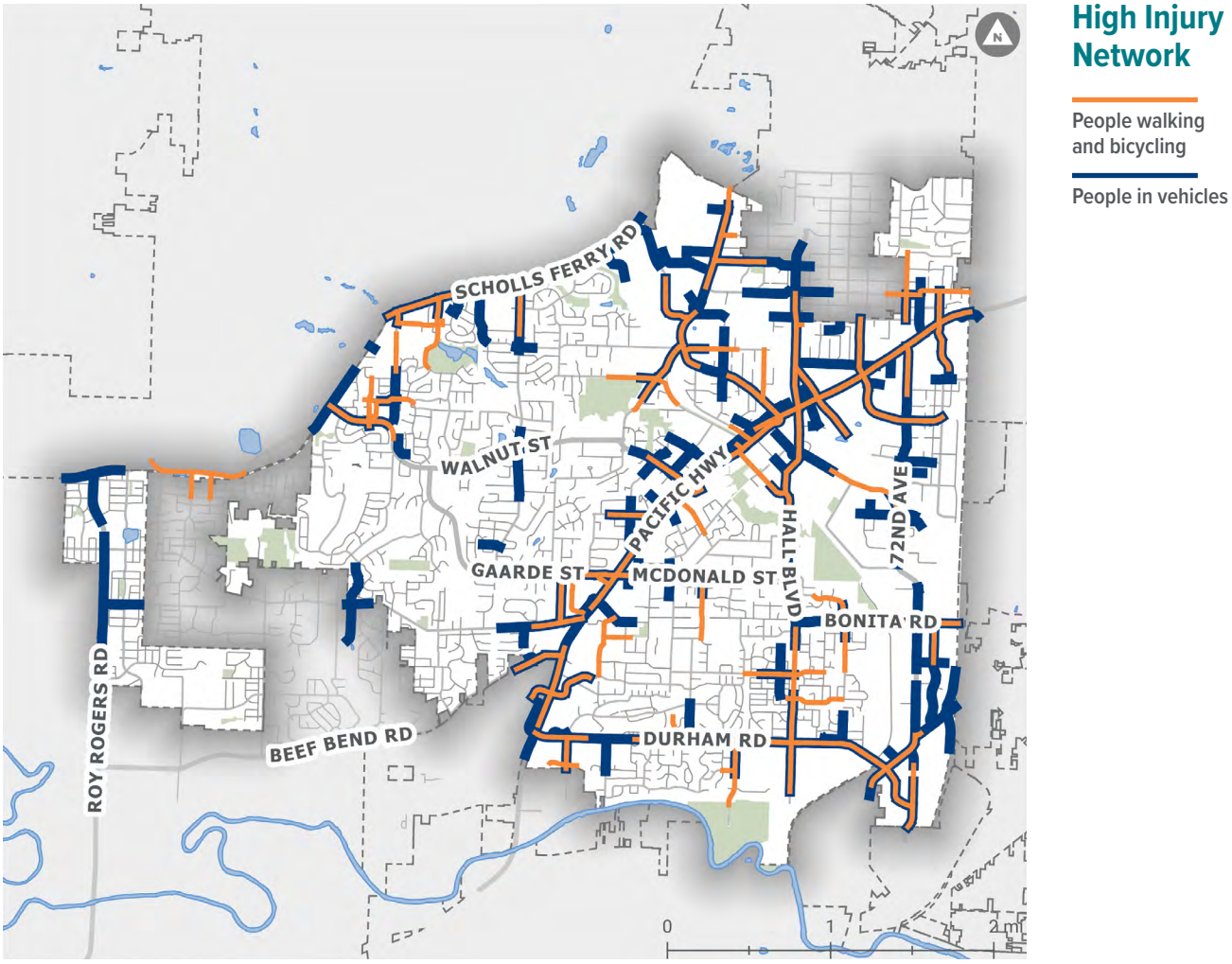
Tigard-owned streets

Partner-owned streets

Deeper colors indicate locations with more frequent and more severe crashes.

Each street may present different risks depending on how you travel. Figure 7 below compares the High Injury Network for people walking and bicycling (in orange) to the High Injury Network for people in vehicles (in blue). By studying where these network differ – and where they overlap – we can develop safety improvements for those most affected by crashes at a particular location.

FIGURE 7 High Injury Network for people walking and bicycling as compared to people in vehicles

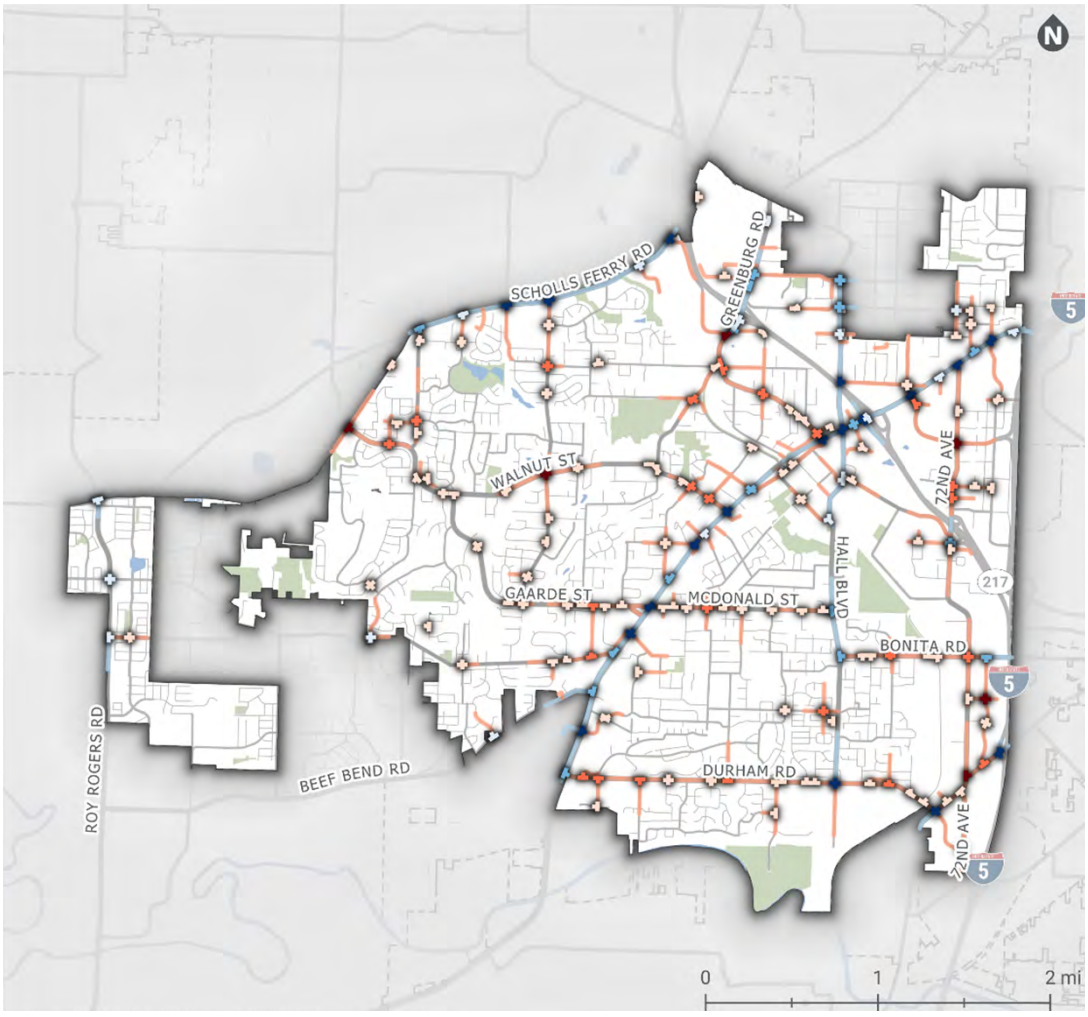


High Injury Intersections

All intersections are places where users' paths cross, which can lead to conflicts in space and time. Street designs often change at intersections to provide places for people to wait, turn, or cross the street, and traffic control devices like signals and stop signs indicate who has the right-of-way.

Because intersections are the sites of complex interactions between people making trips, they benefit from additional analysis. While the High Injury Network studies crashes on any part of the street system, the High Injury Intersections focus on the locations where streets connect and where crashes have been frequent and severe. Figure 8 below shows intersections on Tigard-owned streets (in red), and intersections on partner-owned streets (in blue).

FIGURE 8 High Injury Intersections



Network Screening - All Modes

Tigard-owned intersections

Partner-owned intersections

Tigard-owned High Injury Network

Partner-owned High Injury Network

Deeper colors indicate locations with more frequent and more severe crashes.

Predicting Where Crashes Are More Likely

Evaluating the High Injury Networks and High Injury Intersections provide insight into where the crashes occurring between 2018 and 2022 were frequent and severe. They help us set priorities for reacting to past crashes, but they don't paint a full picture of what may happen in the future. Crash locations can shift from year to year, influenced by chance, conditions, and individual behavior – none of which are fully predictable. In addition to the High Injury Network, there are locations where crashes have not occurred that present safety risks. To save lives, we need to be able to find and address high-risk locations without waiting for a serious crash to happen first.

What is the difference between the High Injury and High Risk Networks?

HIGH INJURY NETWORK
History of crashes; reactive response

HIGH RISK NETWORK
Potential for future crashes; proactive action

High Risk Network

Using crash data, we can determine what street and environmental characteristics were present at locations where crashes killed or injured people. These factors can draw our attention to locations similar to the places they have happened in the past.

In Tigard, street factors that define the High Risk Network include more lanes of traffic, higher daily traffic volumes, and posted speeds above 25 mph. These streets represent heavily traveled corridors where people must make quick decisions in response to complex conditions and the behavior of other travelers – all factors that research shows can increase crash risk.

An important environmental risk factor is whether a street segment passes through a neighborhood with higher proportions of socially vulnerable community members and households without vehicles. These neighborhoods were identified using city, regional, state, and federal mapping tools, which analyze demographic factors linked to transportation disadvantage, underinvestment, demand for active transportation, and reduced economic resources. These neighborhood demographics do not cause crashes, but they may be linked to other factors - like higher rates of walking, bicycling, and taking transit, or streets in need of safety upgrades. (For more exploration of this factor, see "Who's at risk when our streets aren't safe?")

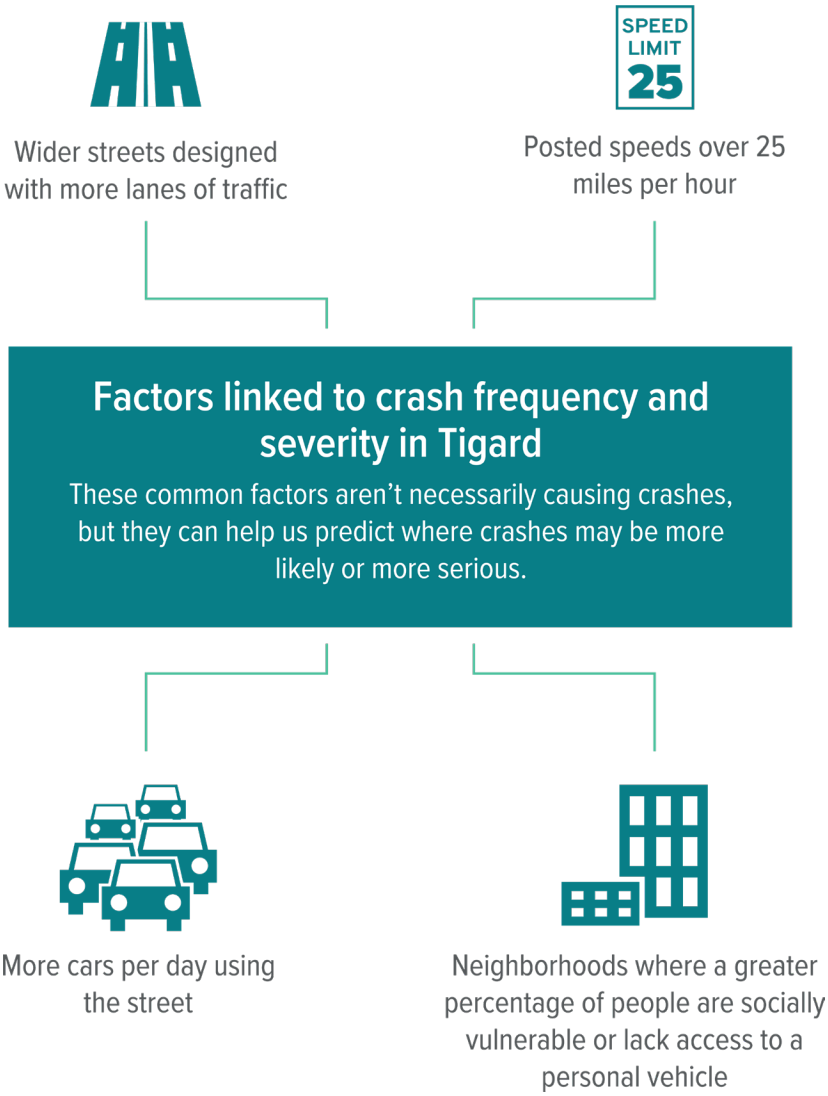
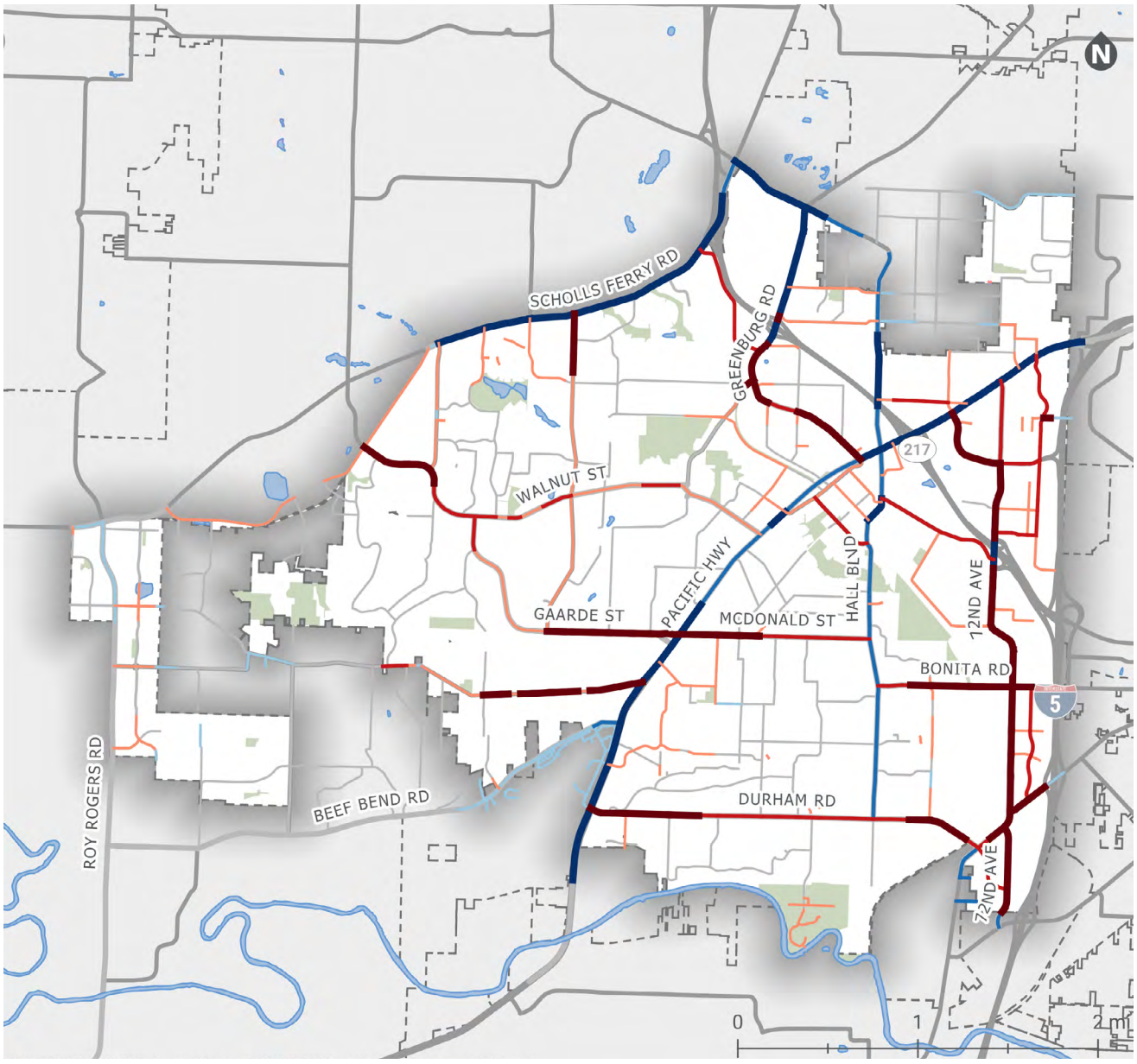


FIGURE 9 Factors in Tigard's High Risk Network

By identifying the factors that are correlated with crash frequency and severity, we can map locations where these factors are present in combinations linked with crash risks – whether or not a crash has happened there. This High Risk Network (Figure 10) enables us to prioritize these locations for proactive safety improvements, without waiting for serious crashes to happen. As with High Injury Network, Tigard's High Risk Network includes streets that the City owns (in red) as well as streets that partners own (in blue).

FIGURE 10 High Risk Network



High Risk Network - All Modes

Tigard-owned streets

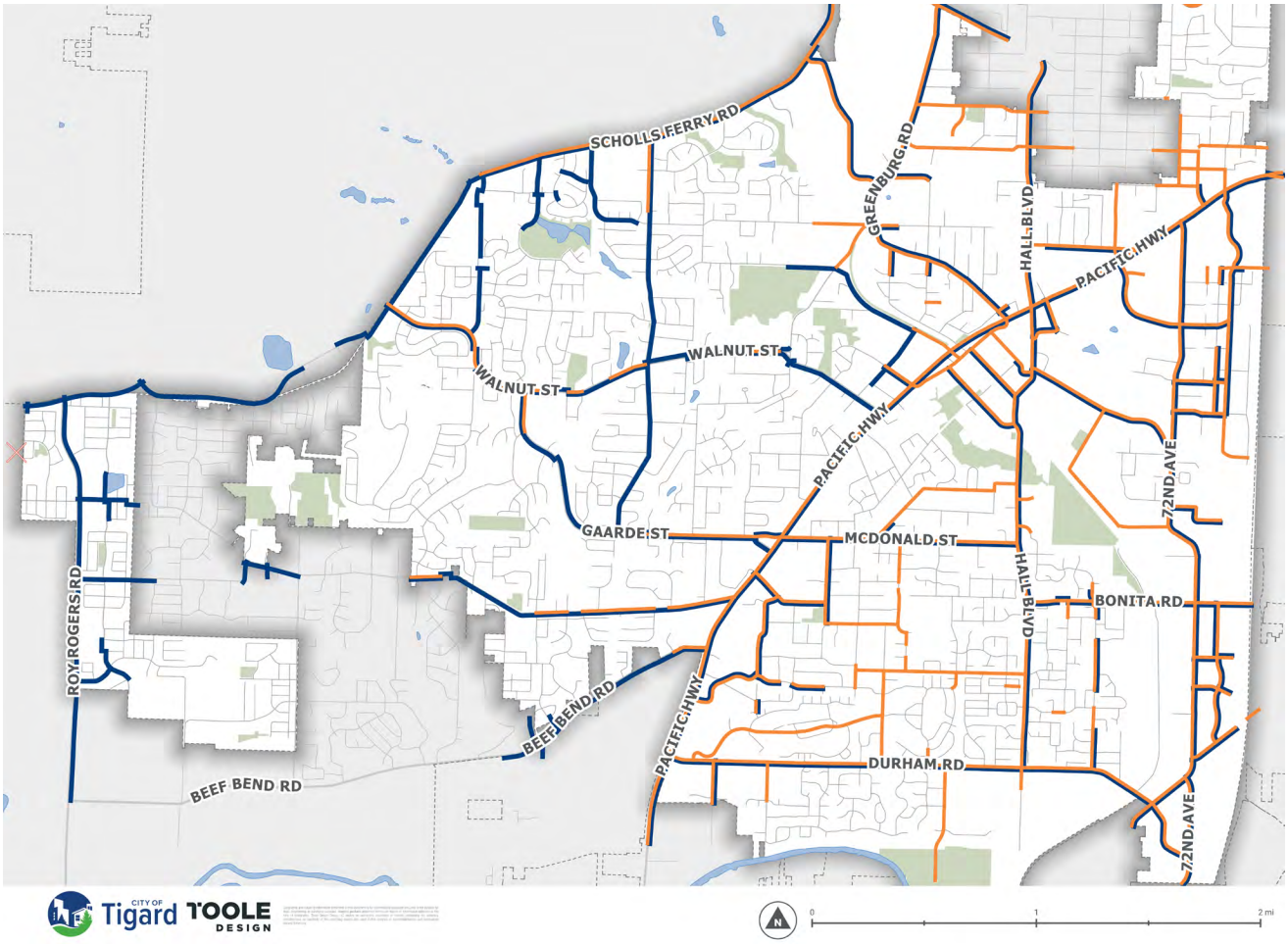
- Critical
- High
- Medium

Partner-owned streets

- Critical
- High
- Medium

As with the High Injury Network, different conditions present different risks for people walking and bicycling than for people traveling by vehicle. Focusing on the factors present where people walking and bicycling were killed or injured in traffic crashes can help us identify which streets present risks for vulnerable road users. Figure 11 below represents the High Risk Network for people walking and bicycling (in orange) and for people driving (in blue).

FIGURE 11 High Risk Network for people walking and bicycling as compared to people in vehicles



High Risk Network

People Walking and Bicycling

People in Vehicles

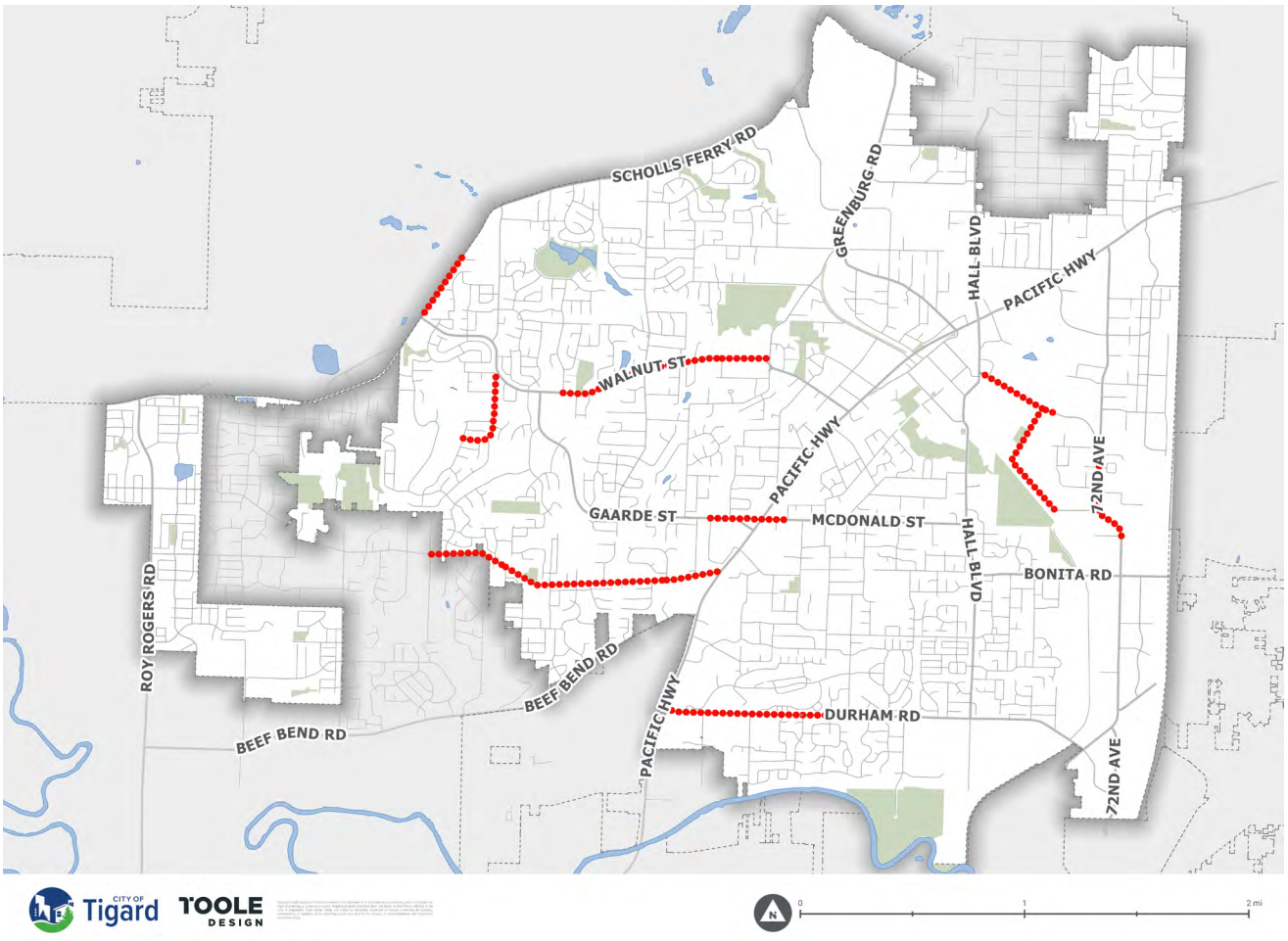
Speeding Concern Corridors

Comparing posted speed limits and recorded travel speeds allows us to find the streets where drivers are most likely to drive too fast. As discussed earlier, increased speed is linked to increased crash risk; these risks intensify when drivers go too fast on roads not designed to accommodate those speeds.

Speeding Concern Corridors are city-owned streets where people are driving well over the posted speed limit and where observed speeds are higher than desired, regardless of the posted speed limit. The map of Speeding Concern Corridors (Figure 12) shows the locations where drivers commonly reach speeds of 35-40+ mph while exceeding the speed limit by 6 miles an hour or more.

This data-driven speed analysis was based on speed studies for city streets (not streets owned by the County or State), and was grounded in community feedback.

FIGURE 12 Speeding Concern Corridors



Speeding Concern Corridors (Tigard-owned)

Who's Most At Risk When Our Streets Aren't Safe?

Because different streets have different safety issues, exposure to traffic crashes depends on where someone lives, works, studies, and plays. Like many communities, Tigard has found that not everyone has equal access to safe streets.

Some of the highest crash and highest risk streets are located in neighborhoods where more residents are socially vulnerable and where people are less likely to have affordable transportation choices. These socially vulnerable neighborhoods include:

- Tigard Triangle
- Greenburg/North Tigard
- Downtown
- Southview
- Durham

Residents of these neighborhoods are at greater risk of future exposure to frequent and serious crashes. To give everyone the same opportunity to get home safely, it's important to focus on the places where people are being unfairly burdened by traffic safety problems today.

Focusing on disparities in access to safe streets:

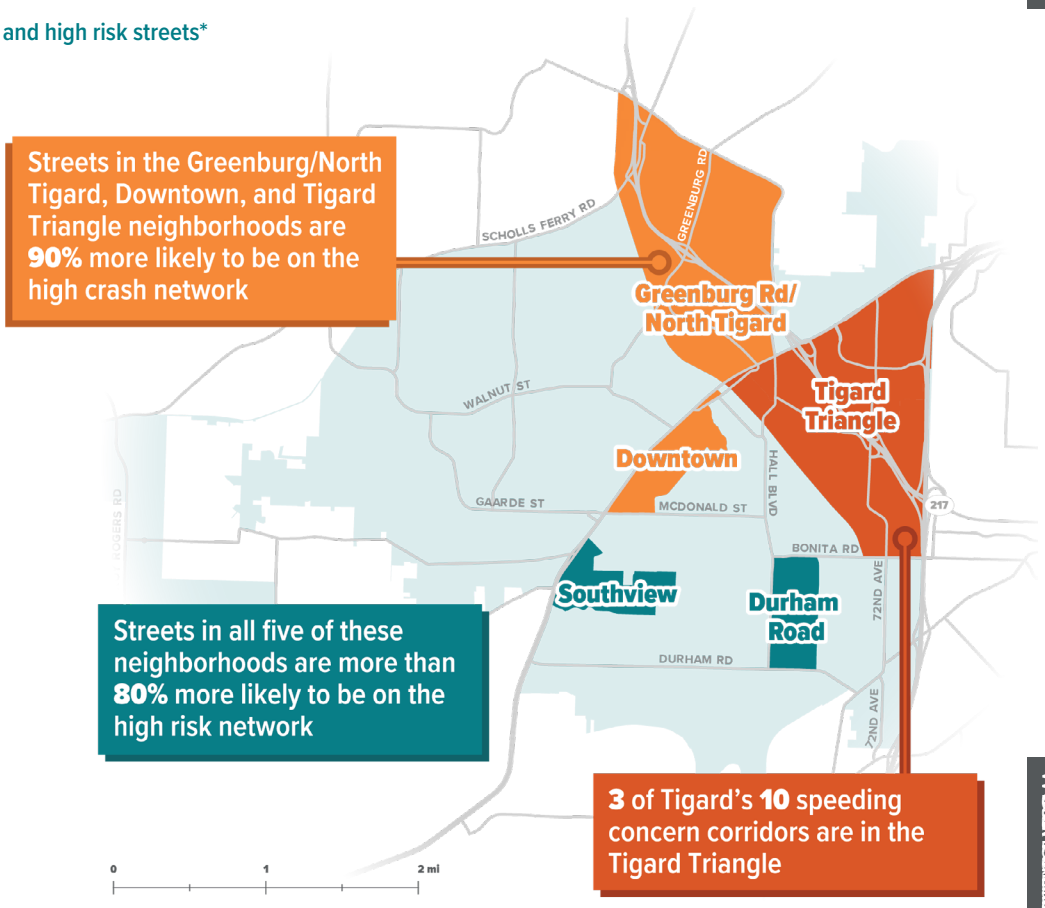
- Citywide, 13% of streets are on the High Injury Network and 23% are on the High Risk Network.
- In socially vulnerable neighborhoods, 19% of streets are on the High Injury Network and 34% are on the High Risk Network.

FIGURE 13 Socially vulnerable communities and high risk streets*

Right now, people traveling in these neighborhoods are more likely to be exposed to crashes and safety risks.

Street safety matters to everyone, and we should focus first on making our streets safe for people who aren't traveling in the protection of a vehicle.

Five of Tigard's neighborhoods have a greater share of socially vulnerable residents than the rest of the City. These include people who are more likely to need to walk, bike, and take transit to meet their daily needs.



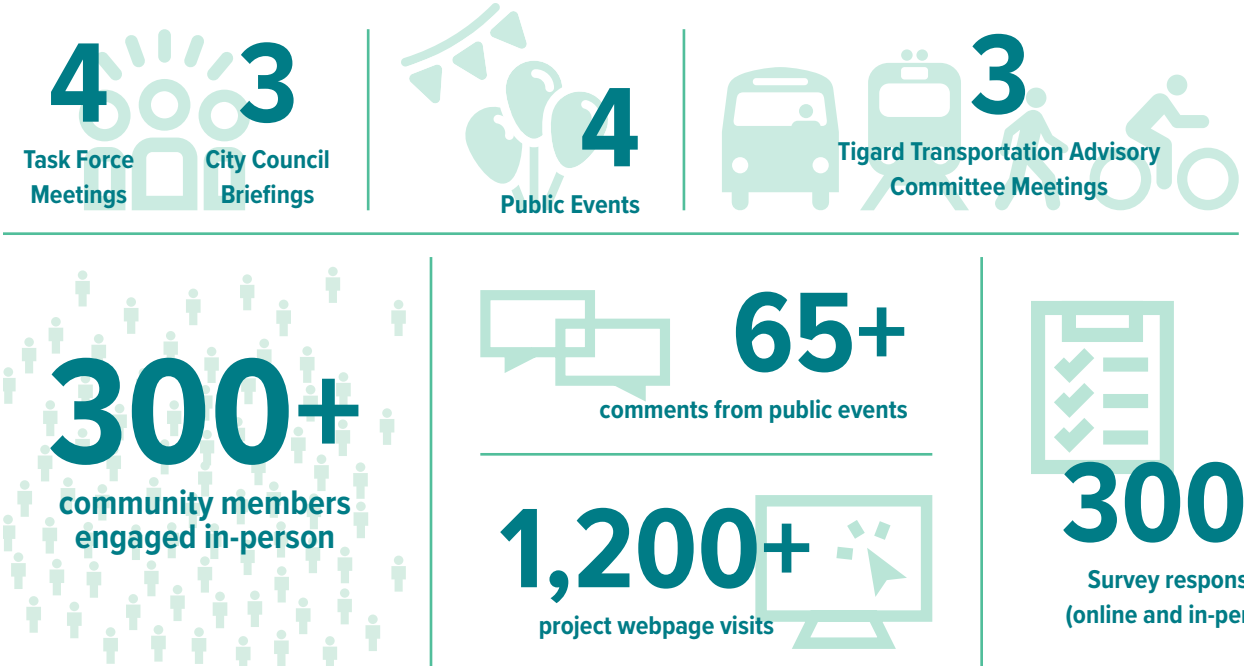
* Area boundaries are based on census block groups, and are not the same as the tax increment financing (TIF) districts for both City Center (Downtown) and Tigard Triangle.

Learning from the People of Tigard

Data provides an important foundation for this plan, but no database captures everything that Tigard's people know. Development of the plan included extensive outreach to the community to gather people's perspectives on safety, based on their day-to-day experiences getting around the city. Community members participated in a variety of ways:

- Talking to project team members during community events like:
  - August 2024: Farmers Market
  - December 2024: Holiday Tree Lighting Festival
  - July 2025: Community Preparedness Fair
  - September 2025: Family Fun Day
- Participating in online surveys and interactive maps in Sept 2024, Feb & March 2025, and Aug 2025
- Joining the Safe Streets Task Force, which combined local residents, city staff, government partners, and community organizations. This group met four times over the course of the planning process to review project work, ask questions, and provide recommendations
- Attending the City Council or the Tigard Transportation Advisory Committee, each of which received three briefings and gave feedback to the project team
- Leaving a comment on the project website
- Sharing safety concerns and suggestions with city staff in other ways while the project was in process.

FIGURE 14 Summary of Project Engagement



PHASE 1

ENVISION

What's your vision for a safer transportation system in Tigard?

Safety Work Presented to the Public:

- Plan vision and goals
- City's High Injury Network

Farmers Market (August 2024)

People expressed enthusiasm about the project, identified locations where they had safety concerns, shared their understanding of the safety problem or solution needed in those places, and asked about other City projects addressing street safety. They had few comments on the draft vision and goals, expressing that they made sense.

PHASE 2

UNDERSTAND

Here's what the data tells us. Does this reflect your experiences on Tigard streets?

Safety Work Presented to the Public:

- City's High Risk Network
- Speeding concern corridors
- Potential safety priority locations

Holiday Tree Lighting Festival (December 2024)

People generally felt that the safety analysis findings reflected what they experienced when making trips in Tigard. They pointed out safety concern locations near their homes and typical travel routes.

Online Interactive Map and Survey (February – March 2025)

People provided over 300 survey responses to which of the 24 corridors they'd prioritize for improvements. People also provided input on the presence and gaps in walking and bicycling facilities, and where people drive too fast.

PHASE 3

RESOLVE

Here's how the City can advance safety investments, actions, and strategies. Do you support what we're proposing?

Safety Work Presented to the Public:

- Safety priority locations & engineering countermeasures

Community Preparedness Fair (July 2025)

People were excited to see that analysis of the safety priority corridors matched their experiences. They generally felt the recommended safety countermeasures aligned with the improvements they wanted to see. Many commented on challenging crossing locations and the lack of safety on corridors with speeding concerns.

Draft Project List and Comment Opportunity (August 2025)

People gave feedback on the project corridors, especially SW Bull Mountain Rd, SW Gaarde St, SW Durham Rd, SW Walnut, and others. Feedback ranged from the amount of traffic on these corridors, visibility concerns, lack of bike lanes or sidewalks, and lack of crossings.

PHASE 4

COMMIT

Here's the plan! What actions should the City and its partners prioritize?

Safety Work Presented to the Public:

- 15 Safety Priority Corridors
- Additional corridors with safety concerns that are funded or have design or planning work

Family Fun Day (Sept 2025)

People viewed information on 15 safety priority corridors and signed a safety pledge to receive a sticker or a car magnet.



> Every residence in Tigard should be able to walk or ride a bike, safely to and from work, grocery, parks and public transit. All streets that emphasize "alternative transportation" should have traffic calming features as well.

FIGURE 15 Tabling at the Farmers Market, August 2024

> Every stop sign you get to, drivers just don't stop. People speed all the time.

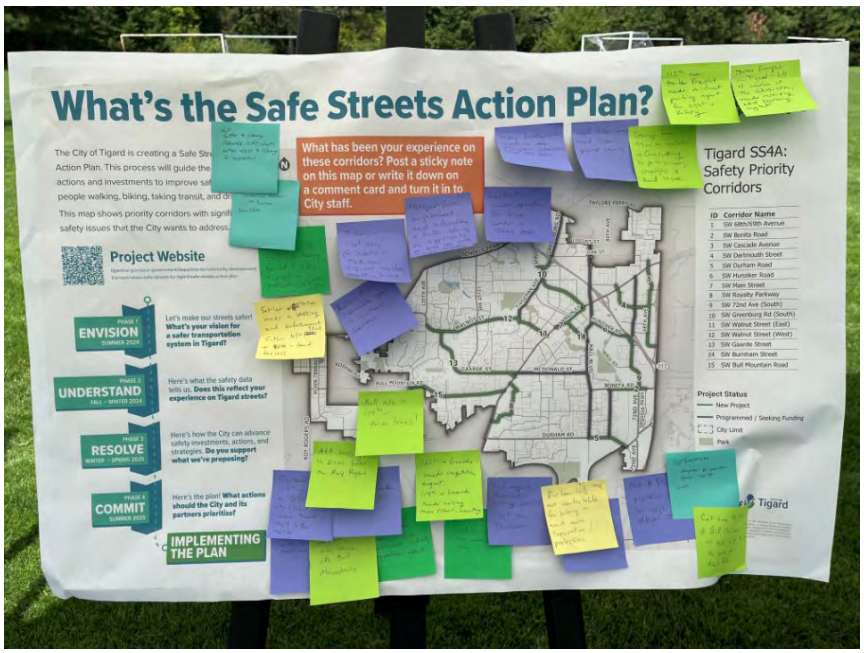


FIGURE 16 Public comments from Community Preparedness Fair, July 2025.



FIGURE 17 Holiday Tree Lighting Festival: with transportation trivia and giveaways, December 2024.

> **Most individuals that cannot drive [on 72nd Ave] have to walk in mud or directly next to motor vehicles to grab groceries or get to nearby bus stops. It would overall improve conditions for non drivers or disabled individuals if there were sidewalks.**



3

Actions and Investments to Achieve Safe Streets

Setting Goals

Eliminating traffic deaths and serious injuries starts with clear and focused goals that are backed up by data and community voices. The Plan's goals support the vision of a future without traffic deaths and serious injuries. They will help guide the City and its partners to prioritize efforts and coordinate resources.

Goal 1 Culture of Safety

Place safety at the center of our work as a city and encourage our partners to do the same.



PARTNERSHIP



COORDINATION



FUNDING AND RESOURCES

Creating a lasting culture of traffic safety requires collaboration and shared responsibility. All city departments and agencies will need to collaborate to plan, fund, build, operate, and maintain a safe transportation system. As part of this work, we will build safety partnerships with other government agencies, community-based organizations, businesses, and developers.

Goal 2 Equity

Prioritize safety investments for socially vulnerable communities.



EQUITABLE



COMMUNITY HEALTH



AFFORDABLE TRANSPORTATION COSTS

People of color, immigrant communities, and low-income communities are overburdened by traffic crashes and least likely to have affordable, convenient, and safe transportation options. Prioritizing safety investments in these communities will begin to reverse the health, safety, and economic disparities caused by decades of land use and transportation decisions.

Goal 3 Vulnerable Road Users

Improve safety for the most vulnerable road users in Tigard.



WALKABLE AND BIKEABLE



ACCESSIBLE



ALL AGES AND ABILITIES

Everyone benefits when streets are safe for their most vulnerable users: people on foot and bike, children, people with disabilities, older adults, and people who are not able or choose not to drive. Prioritizing the safety of people above convenience for motor vehicles will save lives.

Goal 4 Livable Communities

Provide safe multimodal connections to foster livable, healthy, and carbon responsible neighborhoods.



TRANSPORTATION CHOICES



SAFE ROAD DESIGNS, HEALTHY PEOPLE



HEALTHY ENVIRONMENT

For quality of life, economic vitality, and environmental and community health, we need to make it safe and convenient to walk, bicycle, and take transit. By choosing actions and investments that make it possible to meet daily needs without driving, we will improve safety for everyone and advance broader community goals.

SETTINGGOALS
SETTINGGOALS

Which Streets Should We Fix First?

As part of the Tigard Safe Streets Action Plan, the City identified locations where near-to-midterm safety improvements can have the biggest impacts in preventing deaths and serious injuries in traffic crashes. With limited funding and resources available prioritization is essential to strategically focus efforts.

STEP 1	STEP 2	STEP 3	STEP 4
Corridor Eligibility and Ranking	City & Safe Streets Task Force Input	Public and City Council Input	Partner Coordination

STEP 1 CORRIDOR ELIGIBILITY AND RANKING

To find locations where the City has the power to move projects forward, the Plan focuses on streets owned by the City of Tigard or in the process of coming into City ownership. While streets owned by partners like ODOT and Washington County will also benefit from safety improvements, those projects move forward in other ways.

Within the city-owned street network, the City is focusing on streets and intersections with documented safety problems: Tigard's High Injury Network, High Risk Network, and Speeding Concern Corridors. See Figure 18.

The project team ranked these locations based on how well they serve the Plan's Equity, Vulnerable Road Users, and Livable Community goals. (The "Culture of Safety" goal will be advanced through other city actions described later in this chapter.) The scores for these locations is represented in Figure 19.

The project team scored these locations based on how well they align with our 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.

Focusing on Tigard-Owned Streets While Strengthening Partnerships

This Plan focuses on streets owned by the City of Tigard. However, improving street safety requires close collaboration with partner agencies such as the Oregon Department of Transportation (ODOT) and Washington County since streets owned by these partners run through Tigard. Both ODOT and Washington County are developing Transportation Safety Action Plans. See **Taking Everyday Actions To Improve Safety** for specific actions related to partnerships efforts with ODOT and Washington County.

FIGURE 18 Tigard's HIN, HRN, and Speeding Concern Corridors.

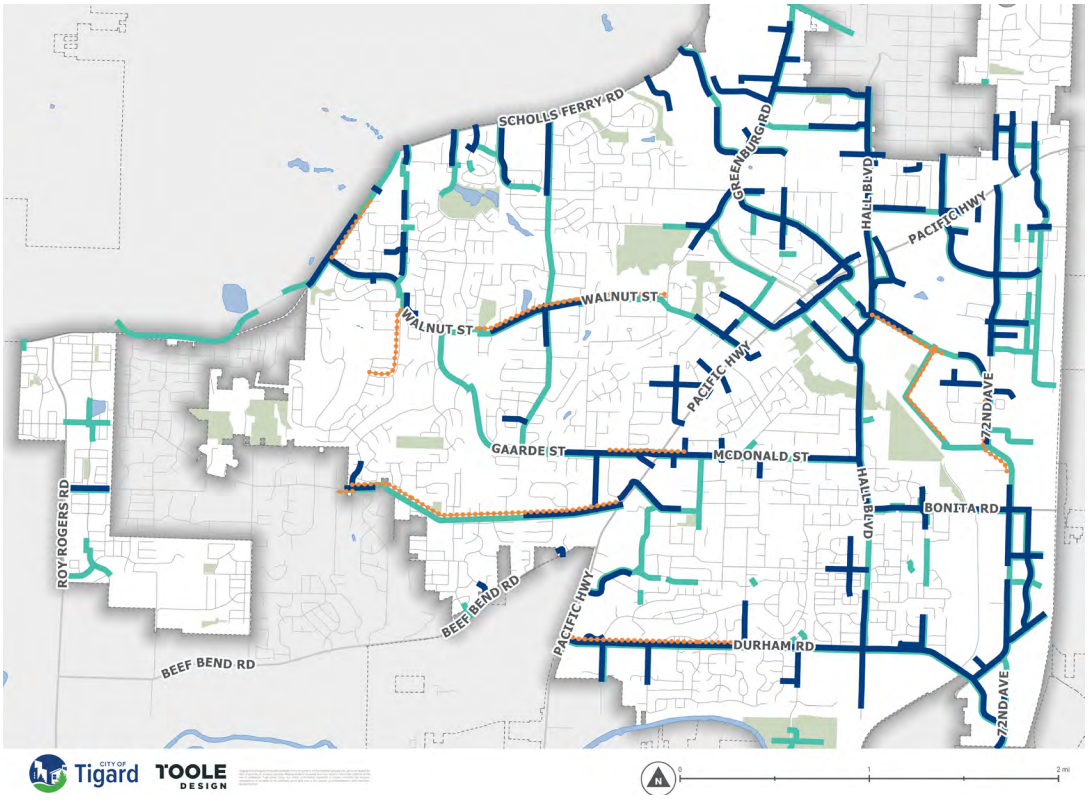
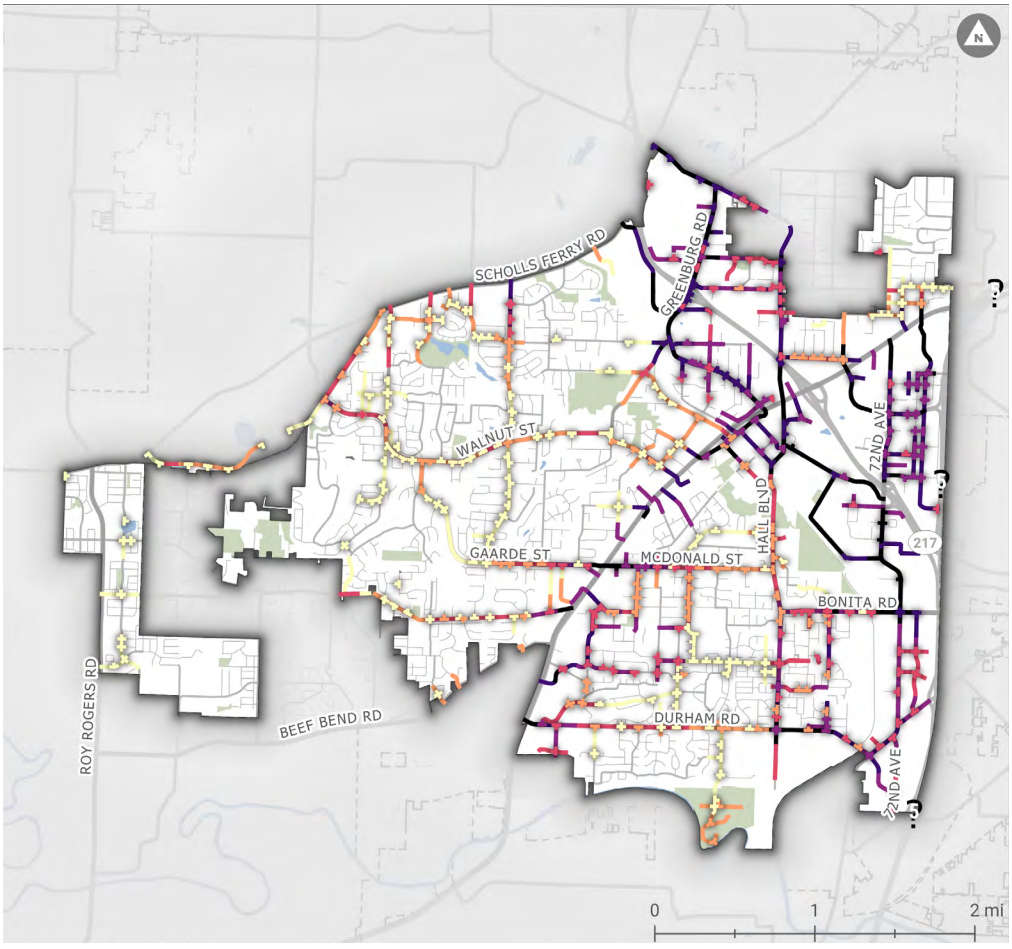


FIGURE 19 Safety priority ranking of eligible streets and intersections.



STEP 2 CITY AND TASK FORCE INPUT ON PROJECT READINESS

The project team proposed a set of high scoring streets as safety priority corridors. All corridors included one or more critical intersections, which were city-owned intersections determined to be complex, high-risk, or high-crash. City staff and Task Force members reviewed these locations and suggested adjustments to their boundaries (Figure 20). They identified several locations where safety projects were already programmed (in the planning or design phase) or seeking funding.

STEP 3 PUBLIC AND CITY COUNCIL INPUT

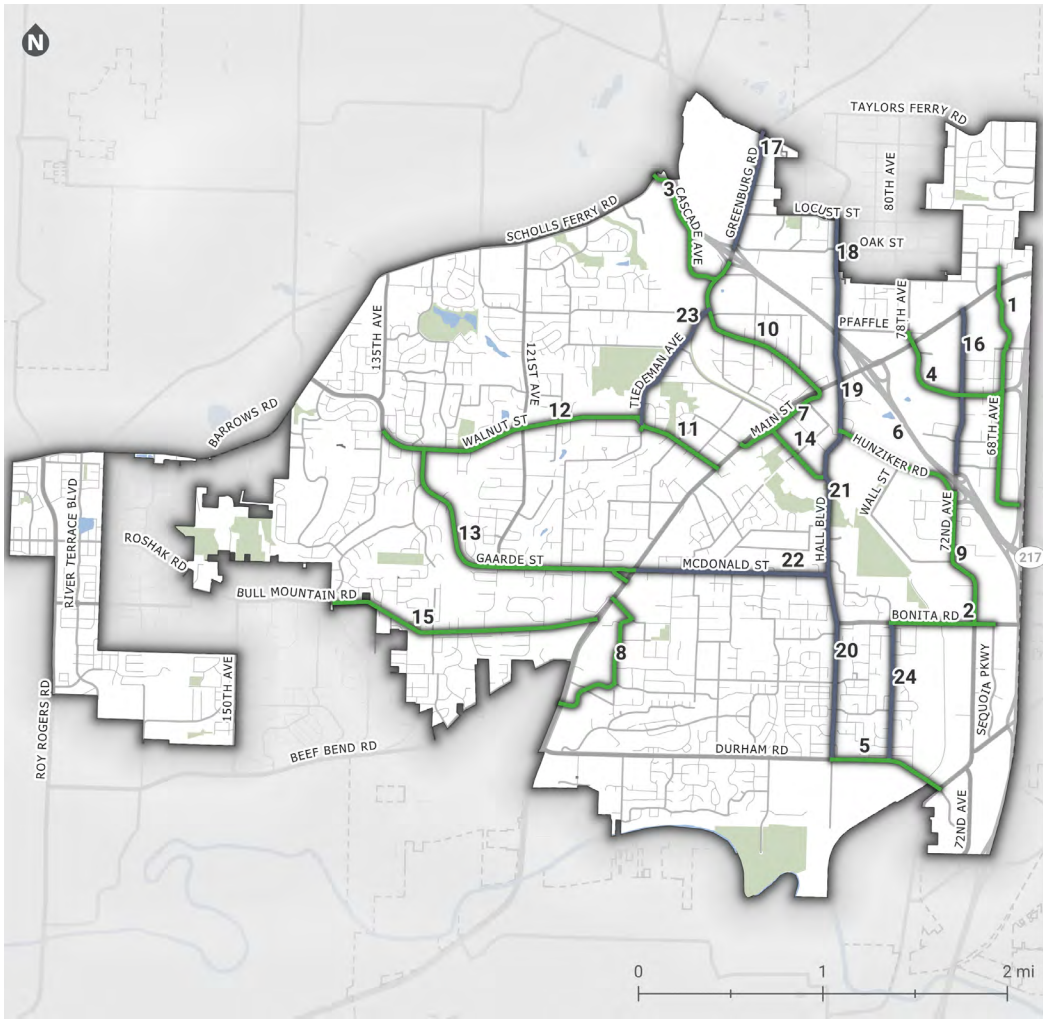
The project team sought public and elected leadership feedback, focusing on safety priority corridors without identified projects. The City Council offered guidance about how best to present these locations to the public, which helped to shape the online survey that followed. The survey collected community input on which were their highest priority locations, as well as inviting comments on other locations or safety concerns.

STEP 4 PARTNER COORDINATION

After incorporating feedback from City Council and members of the public, the City confirmed these safety priority locations – 15 new projects and 9 already underway (Figure 20; Table 1). The project team met with partner agencies to review safety analysis, discuss city and partner-owned locations with safety concerns, and coordinate future project development and funding efforts.

Included in this list are SW Greenburg Rd and SW Hall Blvd. While these roads are technically owned by Washington County and the Oregon Department of Transportation (respectively), the City is in the process of taking ownership of them through jurisdictional transfer.

FIGURE 20 Safety priority corridors



Project Status

- New Project
- Programmed/Seeking Funding
- City Limit
- Park

ID	Corridor Name
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
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

ID numbers are not a ranked order.

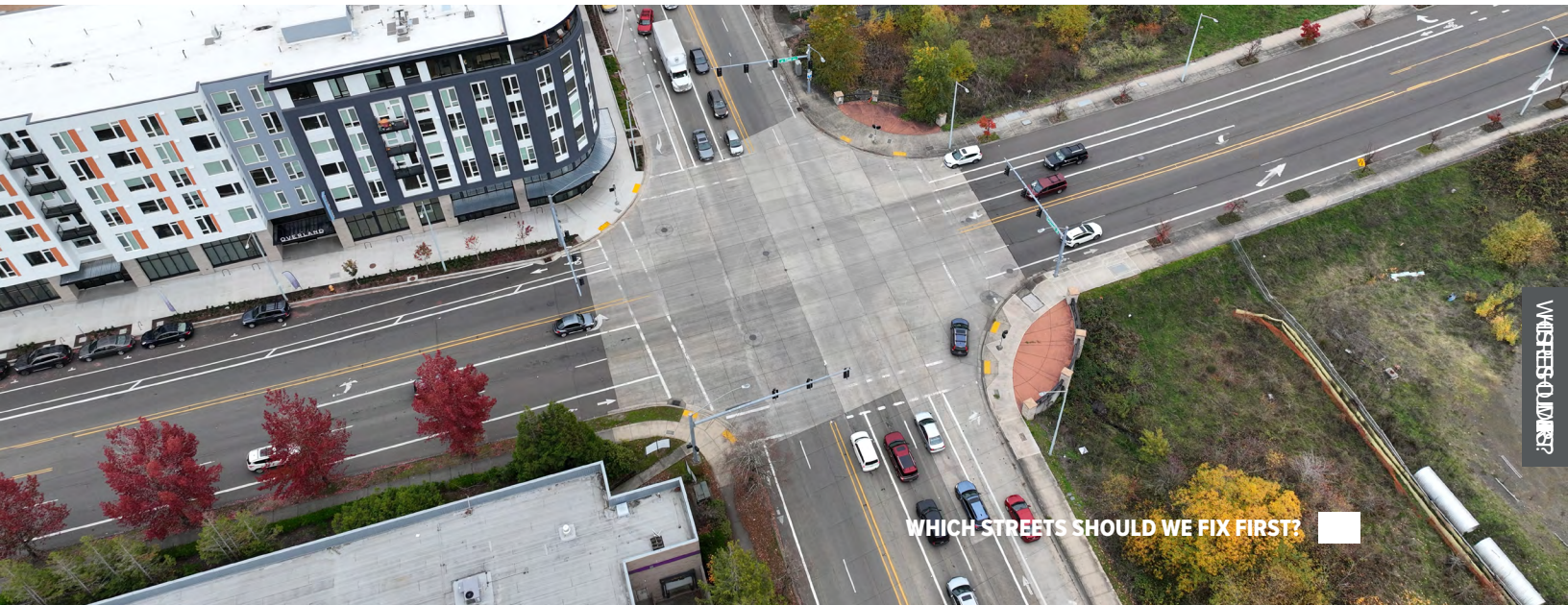


TABLE 1 Safety Project List

Corridor Number	Corridor Name	Start	End
Safety Priority Corridors - New Projects			
1	SW 68th/69th Avenue	SW Pine St	I-5
2	SW Bonita Road	SW Fanno Creek Drive	SW Sequoia Pkwy
3	SW Cascade Avenue	SW Scholls Ferry Rd	SW Greenburg Rd
4	SW Dartmouth Street	SW Pfaffle St	SW 68th Ave
5	SW Durham Road	SW Hall Blvd	SW Upper Boones Ferry Rd
6	SW Hunziker Road	SW Hall Blvd	SW 72nd Ave
7	SW Main Street	99W	99W
8	SW Royalty Parkway/SW 109th Avenue/SW Canterbury Lane	99W	99W
9	SW 72nd Avenue (South Segment)	SW Bonita Rd	217 Ramp
10	SW Greenburg Road (South Segment)	217 Ramps	99W
11	SW Walnut Street (East Segment)	99W	SW Tiedeman Ave
12	SW Walnut Street (West Segment)	SW Tiedeman Ave	SW 135th Ave
13	SW Gaarde Street	99W	SW Walnut St
14	SW Burnham Street	SW Main St	SW Hall Blvd
15	SW Bull Mountain Road	SW Benchview Terrace	99W
Existing Projects			
16	SW 72nd Avenue (North Segment)	99W	217 Ramp
17	SW Greenburg Road (North Segment)	SW Hall Blvd	217 Ramp
18	SW Hall Boulevard (North Segment)	SW Locust St	99W
19	SW Hall Boulevard (Central A Segment)	99W	SW Commercial St
20	SW Hall Boulevard (Central B Segment)	SW Commercial St	SW Omara St
21	SW Hall Boulevard (South Segment)	SW Omara St	SW Durham Rd
22	SW McDonald Street	99W	SW Hall Blvd
23	SW Tiedeman Avenue	SW Greenburg Rd	SW Walnut St
24	SW 79th Avenue	SW Bonita Rd	SW Durham Rd

How Can We Improve our Safety Priority Corridors?

The project team evaluated the 24 safety priority locations to analyze past crashes and identify existing conditions (**Appendix A**). The 15 new project locations received additional analysis to develop:

- Crash diagrams at key intersections
- Evaluation and mapping of safety issues, with proven safety countermeasures

Taking Everyday Actions To Improve Safety

Everyone has a role to play to keep our streets safe, including many City departments. To do this work, several departments have a set of action strategies and have critical street safety roles. For each strategy, the Plan has identified:

- The lead department within the city
- The champion within that department that will lead the strategy
- Anticipated impact on safety (high, medium, or low)
- Anticipated level of effort (high, medium, or low)
- Anticipated time frame:
  - Now: within 1-2 years of plan adoption
  - Next: within 3-5 years of plan adoption
  - Mid-term: within 5-10 years of plan adoption

This plan focuses on strategies the City can take within the near future. As these strategies include monitoring progress, we anticipate the City will revisit and update this plan within the next 10 years.

The safe streets strategies, or actions that the City will take, are grouped below by primary responsible City department.

Strategy Symbol Key

Anticipated Safety Impact	Anticipated Level of Effort	Anticipated Time Frame
High	High	Now: within 1-2 years of plan adoption
Medium	Medium	Next: within 3-5 years of plan adoption
Low	Low	Mid-term: within 5-10 years of plan adoption

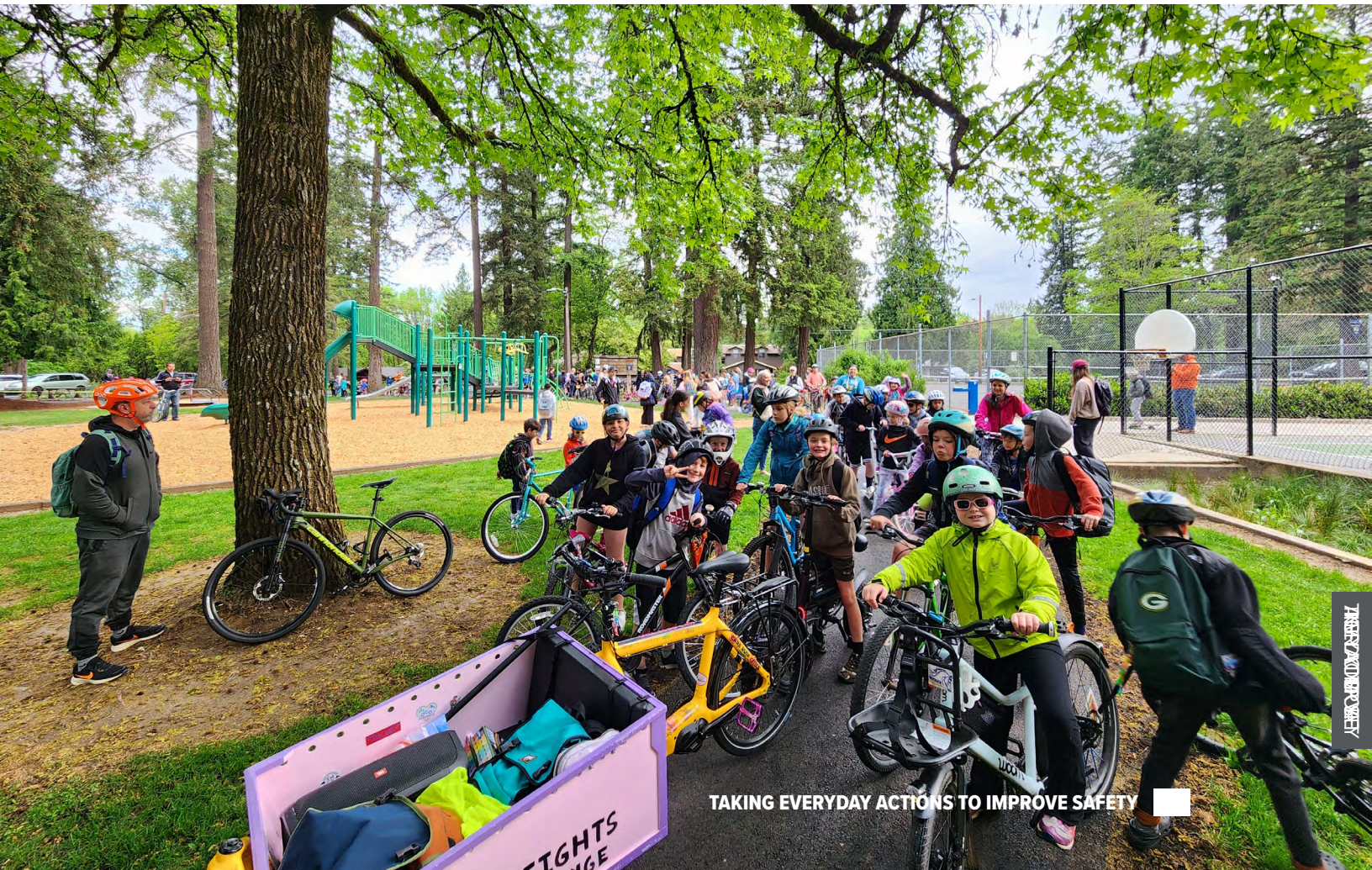


TABLE 2 Strategy Quick Reference Table

Code	Strategy	Anticipated Safety Impact	Anticipated Level of Effort
Now: within 1-2 years of plan adoption			
CD-01	Coordinate with safety partners		
CM-01	Champions develop strategies		
CM-02	Quarterly review of strategies		
CM-03	Maintain and update data dashboard		
PW-01	Design manual updates		
PW-02	Develop and integrate safety checklist		
PW-03	Formalize a Safe Streets Task Force		
PW-04	Safety improvements from new development		
PW-05	Crash review team		
PW-07	20 is Plenty		
PW-09	Multi-agency annual workshop		
PW-10	Spatial review for safety needs		
Next: within 3-5 years of plan adoption			
CD-02	Transportation System Plan safety policies		
CD-03	Safety rubric for Capital Improvement Plan		
CD-04	Local match set-aside process		
CD-05	TSP policies change engineering practices		
CD-06	Coordinate with Washington County neighbors		
CD-07	Safe routes to high schools		
CD-08	Travel options programming partnerships		
PD-01	Target high-risk behaviors in street user education		
PW-08	Manage speeds on arterials and collectors		
PW-06	Review bicycle/pedestrian crashes annually		
PW-11	5-year update to High Injury and High Risk Networks		
PW-12	Crosswalk guidelines		
PW-13	Bike facility guidelines		
PW-14	Before/after safety evaluation		
PW-15	Safety campaign & safety treatments		
PW-16	Maintenance of safety treatments		
Mid-term: within 5-10 years of plan adoption			
CD-09	Partner to fix state and county streets		
FD-01	Revenue sources for safety improvements		
PD-02	Photo enforcement		

City Management

City Management includes the City Manager's Office. The City Manager works with the City Council to carry out Tigard's goals, manage the budget, and help city departments work together. This department also supports the City's major public events. It ensures coordination across departments to improve street safety.

CM-01 Champions develop strategies

CHAMPION: DEPUTY CITY MANAGER

Develop actions, performance measures, and target dates for each strategy. Champions of each strategy in the "Now: 1-2 years" time frame will submit these to the Deputy City Manager within six months of plan adoption.

CM-02 Quarterly review of strategies

CHAMPION: DEPUTY CITY MANAGER

Deputy City Manager to meet quarterly with champions of all active strategies to review progress, overcome obstacles, and define next steps.

CM-03 Maintain and update data dashboard

CHAMPION: GIS PROGRAM MANAGER

Maintain the Safe Streets Data Dashboard and update crash data annually. Include recent crash trends and ensure the dashboard remains accessible to the public.

What is a transportation system plan?

A **transportation system plan (TSP)** is a long-range strategy that outlines policies, projects, and investments to guide the safe, efficient, and sustainable movement of people and goods within a community or region.

Community Development

Community Development helps guide how Tigard grows and helps shape where people live, work, and travel. The department supports safe transportation, land use, building, and economic development that make Tigard safer and more walkable, healthy, equitable, and accessible for everyone. It develops and implements the City's visions, goals, and plans to create safer streets.

CD-01 Coordinate with safety partners

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Continue to coordinate and hold semi-annual meetings with partner jurisdictions to jointly apply for grants that bundle projects for systemic application across the greater area. Leverage existing coordinating structures such as the Washington County Coordinating Committee -Transportation Advisory Committee, the Metro Transportation Policy Alternatives Committee, or ODOT Region 1 Area Commission on Transportation.

CD-02 Transportation System Plan safety policies

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Adopt policies and transportation networks that will achieve a Safe System as part of the upcoming Transportation System Plan (TSP) update. These should include:

- Establishing a policy and scoping for a program for new streetlights
- Discontinuing the use of Right Turn on Red and permissive left turns
- Establishing a policy for slip lane retrofits
- Policies and/or programs that increase access to micromobility (bike-sharing, e-scooter-sharing)
- Advancing implementation of Tigard's Complete Streets Policy
- Establishing local emergency route planning with partners including Tualatin Valley Fire & Rescue and other Emergency Medical Services

CD-03 Safety rubric for Capital Improvement Plan

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Create a criteria for which facility improvements in the Capital Improvement Program take priority. Weigh improvements to safety for multiple modes more highly.

CD-04 Local match set-aside process

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Establish and formalize a process to set aside local match for grant applications, including a mechanism for identifying and tracking in-kind sources. This process will include the Investment and Infrastructure (I&I) strategy team.

CD-05 TSP policies change engineering practices

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Create a clear process to carry forward ideas from the Transportation System Plan (TSP) into project design standards, such as the Public Improvement Design Standards (PIDS), to ensure that long-term TSP goals are reflected in day-to-day engineering and construction decisions following plan adoption or update.

CD-06 Coordinate with Washington County neighbors

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Coordinate with the Washington County Coordinating Committee (WCCC) to request that Transportation Development Tax (TDT) fund can be used to prioritize improvements for systemic safety and safety for vulnerable users.

CD-07 Safe routes to high schools

CHAMPION: SRTS COORDINATOR

Expand Safe Routes to School (SRTS) at high schools to include youth engagement during project development of street safety improvements to/from and near schools. Incorporate safer street user and driver education tailored for high school students that promotes walking, bicycling, and taking transit.

PIDS? TIA?

The **Public Improvement Design Standards (PIDS)** provide a uniform set of standards and procedures to assist the City and developers in coordinating, processing and constructing public improvement projects.

A **Traffic Impact Analysis (TIA)** evaluates the impact a new development will have on a public roadway and proposes countermeasures if needed.

CD-08 Travel options programming partnerships

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Partner with agencies such as WTA, Metro, TriMet, Ride Connection, AARP and senior centers on travel options programming and travel training for older adults to increase the confidence and ability to use mobility options such as transit, walking, bicycling, or ride services.

CD-09 Partner to fix state and county streets

CHAMPION: PRINCIPAL TRANSPORTATION PLANNER

Develop a process to coordinate with agencies to make major safety retrofits on state and county arterials by communicating throughout planning and project development, to share upcoming needs and come to consensus on goals, priorities, and responsibilities.

Finance

The Finance Department manages the City's money. This includes creating the annual budget, tracking spending, collecting fees, and making purchases. This department is critical for ensuring funding is allocated for street safety projects and programs.

FD-01 Revenue sources for safety improvements

CHAMPION: FINANCE DIRECTOR

Evaluate whether current revenue sources could be used for safety improvements. The evaluation would include identifying new revenue streams if needed, and establishing a methodology to ensure safety investments are sustainably funded. Funds should support immediate or short-term safety improvements in response to fatal or serious injury crashes, as well as longer-term systemic safety needs.

Police Department

The Tigard Police Department works to keep the community safe for everyone who lives, works, and visits the City. Officers respond to emergencies and patrol streets and neighborhoods to ensure people are using streets safely.

PD-01 Target high-risk behaviors in street user education

CHAMPION: COMMUNITY ENGAGEMENT COORDINATOR-POLICE

Expand street user safety education and campaigns by requesting updates to U-Turn 180 classes to focus on local behavioral factors that contribute to crashes. Include education on safe road behaviors, and safe vehicle and technology usage. Partner with neighboring jurisdictions, TriMet, Tigard-Tualatin School District, and ODOT to leverage the Oregon Safe Driver Program and courts' diversion programs.

PD-02 Photo enforcement

CHAMPION: POLICE CHIEF

Ensure sustainable funding and staff to expand photo enforcement to priority locations. Explore a deployment approach that does not disproportionately impact any specific community.

The Role Traffic Cameras Play In Street Safety

Traffic cameras, also called photo enforcement, use cameras and other sensors to capture evidence of red light running and speeding. This evidence is then used to send tickets to people.

Traffic cameras are effective in slowing down speeds and can relieve police officers from trying to be everywhere at once. However, it takes a significant amount of staff resources because every citation must be reviewed and signed by a trained and authorized Police Department employee and processed through the municipal court. To make this program effective, financial support from the City is needed to fund the program.

However, equity is an important consideration. Implementing an income-based traffic fine system would help ensure that citations do not disproportionately burden low-income community members. This approach would allow the court to enforce speed limits and red-light violations effectively, while focusing on changing behavior rather than creating long-term financial hardship.

Public Works

Public Works builds and maintains the City's streets, parks, pipes, and other essential services. When you drive, drink tap water, or visit a park, you're using something Public Works helps take care of. The department manages infrastructure and programs that support daily life in Tigard and ensures the safe design and operations of streets.

PW-01 Design manual updates

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Review and update Public Improvement Design Standards every five years for alignment with Safe System Approach best practices. Develop a living copy of the PIDS for notes between updates, adding items such as additional safety countermeasures, traffic calming and pedestrian crossing standards.

PW-02 Develop and integrate safety checklist

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Develop a safety checklist and supporting guidance to identify and address safety issues early in project development, including developer-led projects. Use the checklist to revise projects that could make conditions less safe (e.g. the lack of marked crossings at bus stop, wide driveways, etc.). Add the checklist to the Project Management Manual, and include a contingency in Capital Improvement Program (CIP) project budgets to cover safety needs identified during planning or design.

PW-03 Formalize a Safe Streets Task Force

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Formalize the Safety Action Plan steering group into a standing Safe Streets Task Force that meets annually to track progress of the Safety Action Plan. The Task Force should include external partners and community members.

PW-04 Safety improvements from new development

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Update the Public Improvement Design Standards (PIDS) and Traffic Impact Analysis (TIA) processes to include methods for calculating how new developments impact street safety, and requiring fees or improvements that match the scale of that impact.

PW-05 Crash review team

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Establish a robust multi-disciplinary crash review team that meets quarterly to investigate all fatal crashes. The team will review and provide recommendations on operational and infrastructure countermeasures and strategies, address site-specific improvements, and track systemic factors for long-term solutions.

PW-06 Review bicycle/pedestrian crashes annually

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Expand the multi-disciplinary crash investigation team to conduct an annual review of all serious injury or bicyclists/pedestrians-involved crashes when updated crash data becomes available. The review should include an evaluation of involved road users' demographics.

PW-07 20 is Plenty

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Continue to support the established "20 is Plenty" campaign to reinforce neighborhood slow zones limiting speeds to 20 mph, particularly in areas with high pedestrian or bicycling activity or in high crash areas. Establish an annual budget for traffic calming and quick build activities to pair these zones with traffic calming measures that help keep drivers at safe speeds by design (e.g., speed humps, curb extensions, narrow lanes, and median islands).[1]

1 For a map of eligible "20 is Plenty" streets, see tigard.maps.arcgis.com/apps/instant/basic/index.html?appid=84e3918e6f1948a5b5bbdc2a58734149

PW-08 Manage speeds on arterials and collectors

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Apply the Tigard Speed Management Toolkit to address speeding on arterial and collector roads, especially corridors with crash histories or documented speeding issues. Apply context-appropriate tools to create safer speeds.

PW-09 Multi-agency annual workshop

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Establish a multi-agency annual workshop to coordinate on upcoming work plans and opportunities for safety improvements, such as pedestrian crossings. Invite agencies including TriMet, ODOT, Rail, and Ride Connection.

PW-10 Spatial review for safety needs

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Establish a standardized GIS process to identify site-specific safety needs within project areas where they intersect with the High Injury Network (HIN) or High-Risk Network (HRN), to systematically flag and leverage opportunities for targeted safety improvements.

PW-11 5-year update to High Injury and High Risk Networks

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Update the Plan in the next five to ten years. Include analyses to update the High-Injury and High-Risk networks, and assessment of the City's progress toward the 2045 safety goals. Evaluate whether current strategies are effective or need adjustment. Include funds for conducting the updates in City Budget.

PW-12 Crosswalk guidelines

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Establish crosswalk guidelines for streets that balance safety and accessibility, including: requiring crosswalks at frequent intervals on arterial and collector roads; ensuring pedestrian crossing distances are not too long; using signals or refuge islands on wide and fast streets. Involve disability, mobility, and advocacy specialists in developing crosswalk guidelines, and align the guidelines with state Climate Friendly and Equitable Communities Rulemaking and Metro's Regional Transportation Functional Plan. Incorporate new crosswalk guidelines into the Public Improvement Design Standards (PIDS).

PW-13 Bike facility guidelines

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Establish bicycle facility guidelines that follow national best practices, including AASHTO and "all ages and abilities" principles. Guidelines should separate people biking from drivers on arterials and other busy roads using designs like protected bike lanes and protected intersections. Ensure facilities are safe and accessible for people with disabilities and account for higher-speed devices like e-bikes and electric scooters. Incorporate new bicycle facility guidelines into the Public Improvement Design Standards (PIDS).

PW-14 Before/after safety evaluation

CHAMPION: PRINCIPAL ENGINEER-TRANSPORTATION

Establish an annual budget to fund before/after evaluations of safety projects. Include before/after evaluations in project scopes.

PW-15 Safety campaign & safety treatments

CHAMPION: COMMUNITY ENGAGEMENT COORDINATOR-PUBLIC WORKS

Develop locally tailored safety campaign materials that share the safety benefits of street safety treatments (e.g., road diets, bikeways, roundabouts etc.) using videos and other educational materials. Tie these messages with the installation of new street projects.

PW-16 Maintenance of safety treatments

CHAMPION: STREETS SUPERVISOR

Update maintenance policy to include policies/processes for maintenance of facilities like bike lanes, crosswalk enhancements, and other safety treatments. Seek opportunities for potential partnerships for shared equipment, materials, and storage for safety treatments such as quick-build projects, variable message boards, etc.

Tools To Manage Speeds

Safer Speeds is a fundamental element of the Safe System Approach and will play a key role in achieving the City's vision of zero traffic deaths and serious injuries. The correlation between vehicle speeds and injury outcomes has been well documented in traffic safety literature. Lower speeds reduce both the likelihood of a crash occurring and the severity of outcomes when one does happen.

Achieving Safer Speeds will require changes to design, policy, enforcement, and culture. As a part of the Plan, the project team created a toolbox of speed management strategies that address all of these elements. See **Appendix B.**

What's in this toolkit:

- How speed is defined
- Laws in Oregon
- Methods for determining target (desired) speed and requesting speed limit changes
- Factors to consider when selecting speed management strategies
- Contexts in which different strategies should be used
- Encouraging a culture of safety

Engineering Strategies			Enforcement Strategies	Education Strategies
Horizontal Deflection*	**Vertical Deflection***	**Visual**		
Chicane	Pavement Texture	Choker†	Increased Enforcement	Public Awareness Campaigns
Curb Extension	Raised Crosswalk or Intersection	Lane Striping	Portable Speed Trailer	
Diverters	Speed Hump	Pavement Markings	Radar Speed Data Collection	
Intersection Realignment	Speed Cushion	Signage	Red Light Camera/ Speeding Enforcement Camera	
Median		Speed Feedback Signs		
Narrow Lanes		Street Trees		
Parking On-Street		Terminated Vista‡		
Roundabouts or Mini-Roundabouts				
Traffic Circle				

* Deflection refers to changes in the road geometry that influence driver behavior and awareness.

† A choker is a type of traffic calming treatment designed to reduce vehicle speeds and improve safety for pedestrians by narrowing the width of the travel lane.

‡ A terminated vista is a visual and geometric design treatment used to influence driver behavior and improve the character and safety of a street. By intentionally adding a prominent feature (such as a traffic circle or landscaped area) instead of allowing a long, uninterrupted, straight view down the corridor, it gives drivers cues to slow down and to pay attention on the road.

Bringing In New Funding For Safety

Over the last 20 years, communities across the U.S. have demanded that federal, state, and regional governments work together to eliminate crashes that kill and seriously injure people. In response, different levels of government have reshaped and created funding programs to focus on safety. While future funding is always uncertain, this plan prepares Tigard to compete effectively for public grants. The City will update and use planning-level costs and benefit-cost analyses completed as part of this plan to target funding and grant opportunities.

FIGURE 21 Potential Funding Opportunities for Safety Projects

Program	Administrated By	Funding Source	Primary Purpose	Typical Eligible Applicants	Example Project Types	Typical Award Amount	Application Cycle
Safe Streets and Roads for All (SS4A)	USDOT	Federal	Eliminate roadway fatalities & serious injuries	Cities, counties, MPOs, tribal governments	Safety action plans, demonstration projects, infrastructure projects	$200K - $25M	Annual through 2026
Better Utilizing Investments to Leverage Development (BUILD)	USDOT	Federal	Fund regionally significant transportation projects	States, local/tribal governments, transit agencies	Roadway & transit safety upgrades, active transportation, freight improvements	$1M - $25M+	Annual
Active Transportation Infrastructure Investment Program (ATIIP)	USDOT	Federal	Provide safe and connected active transportation facilities	States, cities, counties, MPOs, tribal governments	Sidewalks, bikeways, and trails particularly connecting to destinations or transit	$200K - $13M	Annual (last release in 2024)
All Roads Transportation Safety (ARTS)	ODOT	Federal HSIP	Reduce fatal & serious crashes on all public roads	Cities, counties, ODOT regions	Systemic and hotspot safety infrastructure projects	$100K - $1M+	Every 3 years
Oregon Community Paths (OCP)	ODOT	State + Federal	Build safe, connected multiuse paths	Local governments, tribes, nonprofits	Multiuse paths, separated bike/ped routes, planning studies	$50K - $4M	Annual
Safe Routes to School (SRTS)	ODOT	State + Federal	Improve safety for students walking and biking to school	School districts, local governments	Sidewalks, crossings, bike facilities, education programs	$50K - $2M	Annual
Transportation Safety Office (TSO) Grants	ODOT	State + Federal (NHTSA)	Support/improve Oregon transportation safety	States/local/tribal agencies, nonprofits, school districts, law enforcement	Distracted/impaired driving, bike/ped safety, EMS/traffic records, SRTS non-infrastructure	$5K - $500K	Annual
Innovative Mobility Program	ODOT	Federal	Award competitive grants to projects that support historically underserved communities' access to public and active transportation.	Cities, counties, MPOs, tribal governments, transit agencies, school districts, businesses	Planning studies, mobility services, transit stop improvements, education, special events	$50K - $200K	Annual

Program	Administrated By	Funding Source	Primary Purpose	Typical Eligible Applicants	Example Project Types	Typical Award Amount	Application Cycle
Behavioral Safety Grants (NHTSA-Funded)	ODOT TSD	Federal (NHTSA)	Reduce crashes through education/ enforcement	State/local agencies, nonprofits	DUII campaigns, pedestrian/bike safety education, motorcycle safety	$5K - $500K	Annual
Transportation and Growth Management (TGM)	ODOT + DLCD	State + Federal	Integrate land use & transportation planning for safe, multimodal systems	Local governments	TSP updates, corridor safety studies, bike/ped plans	$75K - $250K	Annual
Washington County Major Streets Transportation Improvement Program (MSTIP)	Washington County	Local + State + Federal	Improves countywide transportation system for peds/ bikes, drivers, transit passengers, and freight	Washington County	Capital projects, corridor safety studies, match funds for large grants	$8M - $33M	Multi-year cycle
Metro Regional Flexible Funding Allocation (RFFA)	Metro (Portland)	Federal	Invest in side-walks, trails and roadways to improve equity, safety, climate outcomes and congestion in communities	Portland Metro regional communities/ jurisdictions	Sidewalks, trails, roadway improve-ments, transit improvements	$300K - $5M	Multi-year cycle
Regional Travel Options	Metro (Portland)	Federal	Funds and sup-ports transportation demand manage-ment strategies to increase the use of travel options, reduce pollution, and improve mobility.	Government agencies, colleges, uni-versities, public school districts, K-12 schools, nonprofit organizations	Trail system signage, trailhead amenities, and other light infrastructure, education and outreach program-ming including Safe Routes to School	Up to $1.2M	Multi-year cycle

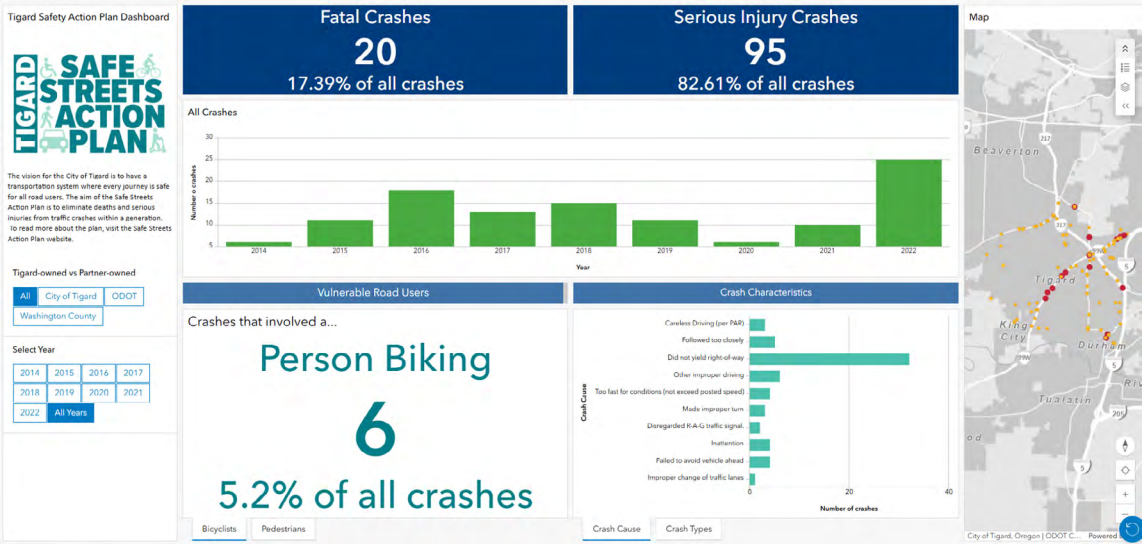


Tracking Our Progress Together

We can only make progress towards our goal of zero traffic fatalities and serious injuries if we know what the data tells us. To make sure we're on track to reach zero traffic fatalities and serious injuries within a generation, the City has developed a Safe Streets Data Dashboard. The dashboard is a publicly available online tool for community members to view trends in fatal and serious injury crashes over time. This dashboard covers the entire city, including the safety priority projects, so we can see changes over time. This dynamic dashboard includes information such as:

- **Crashes by severity and year**
- **Crashes by walking, bicycling, or driving**
- **Crashes by location**
- **Crashes by street ownership**
- **Crashes by contributing factor**

This open, data-driven approach promotes transparency and accountability as it creates a way to track whether Tigard is moving closer to its long-term safety goal. By regularly reviewing data, the City and community members can identify where crashes are still happening and what factors contribute to them. The City and community members can monitor progress, evaluate results, and ensure resources are directed where they will have the greatest impact on eliminating fatal and serious injuries.



Data in the dashboard is the most recent available. Figures will differ from the crash numbers in this plan because the safety analysis was done using an older dataset.

How You Can Be A Part Of This Work

Everyone has a role to play to make Tigard's streets safe, including you.

Speak Up About Safety Concerns!

To notify the City of a non-life threatening traffic safety concern, visit this link: Tigard Service Request | City of Tigard

Get Involved in Related Projects

The City of Tigard will continue to make streets better for everyone. Please get involved in these upcoming projects and help advance our safety work: Transportation Projects & Programs | City of Tigard

Follow Our Safety Work As It Progresses

Our safety work doesn't stop here. Sign up for the City's e-newsletter, Cityscape, by clicking here: tigard-or.gov/explore-tigard/podcasts-newsletters-and-more

You can view our Safe Streets Data Dashboard at: tigard-or.gov/your-government/departments/community-development/transportation-safe-streets-for-tigard/safe-streets-action-plan

For additional information, visit the City's Safe Streets Action Plan webpage: Safe Streets Action Plan | City of Tigard.

Participate in Government

Interested in participating more? Join the Tigard Transportation Advisory Committee. The TTAC acts as an advisory body to the Council and staff. They provide a venue for community involvement opportunities in transportation matters and increase community awareness of transportation issues that affect the City of Tigard. Learn more here: tigard-or.gov/your-government/boards-committees

Take the Safety Pledge

Be part of Tigard's goal to eliminate traffic deaths and injuries on our streets. Take the pledge! Visit the City's Safe Streets Action Plan website to learn more: Safe Streets Pledge | City of Tigard.

Do your part in making Safe Streets a reality. Take the pledge today and commit to traveling safely at all times.



Safe Streets Pledge



I pledge to myself, my loved ones, and my community to do my part to keep Tigard's streets safe for everyone.

We all share the road, whether we drive, bike or walk. Let's look out for one another and be the best versions of ourselves on the road. Share the responsibility. Be safe.

Driving

- I will obey all traffic laws.
- I will slow down and obey speed limits.
- I will stay alert.
- I will put my phone down.
- I will stop at stop signs and red lights.
- I will use extra care when turning.
- I will maintain a safe distance between my car and the one in front of me.
- I will watch for people walking, biking, scooting and rolling.
- I will yield to pedestrians at crosswalks and intersections.
- I will drive sober and never get behind the wheel after consuming alcohol or drugs.
- I will remember that people walking and bicycling may not be visible in the dark.

Biking

- I will wear a helmet.
- I will use lights at night.
- I will ride with traffic.
- I will stay alert and keep at least one hand on the handlebars.
- I will avoid using two earbuds while biking.
- I will bike sober.

Walking

- I will cross at legal crossings.
- I will stay alert.
- I will use caution crossing the street.
- I will remember that I may not be visible to drivers at night.
- I will obey traffic laws.

I pledge to do my part to keep Tigard's streets safe for everyone:

Acknowledgments

Thank you to the U.S. Department of Transportation for providing grant funding and to Metro for their partnership in administering the grant.

City of Tigard

City Council

- **Yi-Kang Hu,** Mayor
- **Maureen Wolf,** Council President
- **Faraz Ghoddusi,** Councilor
- **Heather Robbins,** Councilor
- **Jake Schlack,** Councilor
- **Jeanette Shaw,** Councilor
- **Asher Hellhake,** Youth Councilor

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Safe Streets Task Force

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- **Jeanette Shaw,** City Councilor
- **Jane Honeyman,** TTAC Committee Member
- **James Schiffer,** TTAC Committee Member
- **Gabe Velasquez,** Town Center Advisory Commission Committee Member
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- **Dyami Valentine,** Principal Planner, Washington County Land Use and Transportation
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- **Fiona Lyon,** Design Manager, TriMet
- **Steve Forster,** Chief/Fire Marshal, Tualatin Valley Fire & Rescue
- **Gregory Weisgerber,** Assistant Fire Marshal, Tualatin Valley Fire & Rescue
- **Stacey Triplett,** Associate State Director, AARP
- **Lindsay Huber,** Deputy Director, Street Trust
- **Joe Kurmaskie,** Executive Director, WashCo Bikes
- **Jeff Pazdalski,** Executive Director, Westside Transportation Alliance
- **Julie Wright,** Rehabilitation Specialist, Oregon Commission for the Blind

Tigard Transportation Advisory Committee (TTAC)

- Michael Hendrickson (Chair)
- David Fischer (Co-Chair)
- Kerry Campbell
- Alan Eckert
- Jerry Hahn
- Barrett Johnson
- Derek Lawson
- Shawne Martinez
- Jim Schiffer
- Mick Stevens
- Laura Crawford
- Jane Honeyman
- Richard Keast
- Sarah Bentley

Partner Agencies

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- FHWA

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- Anders Hart, RSP1
- Ben Wallach, PE, PTOE, RSP1
- Jenna Bogert, PE
- Ryan Peterson

SAFE STREETS ACTION PLAN

CITY OF Tigard

HOW COULD THIS BE USED?

HOW COULD THIS BE USED?

HOW COULD THIS BE USED?

Appendix

A

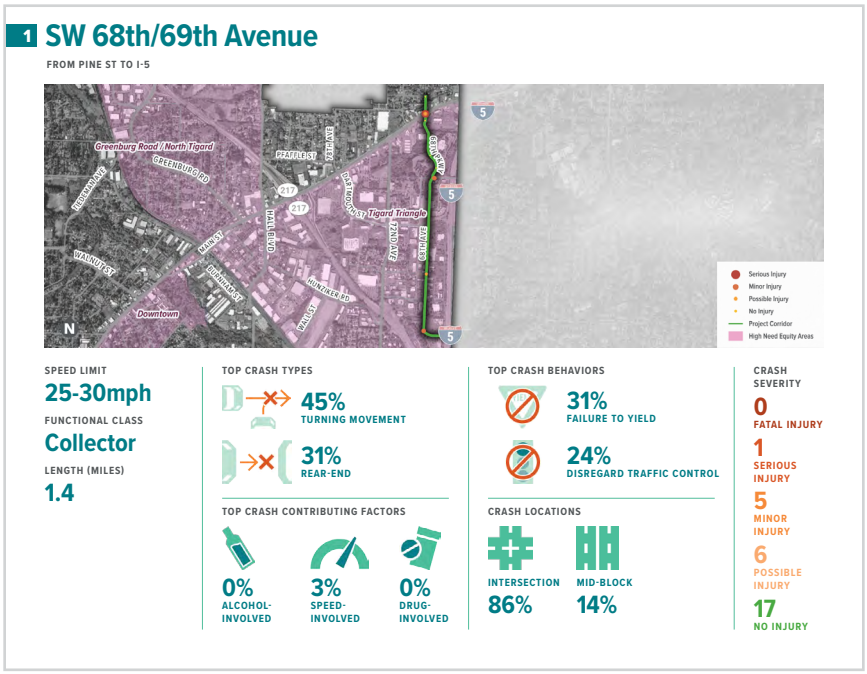
Safety Project Summary Sheets

Project Summary Sheets

Each of the 24 projects has been captured in a summary sheet, which include the additional information described above for the 15 new projects. Project summary sheets can be viewed on Tigard's Safe Streets Action Plan website (tigard-or.gov/your-government/departments/community-development/transportation-safe-streets-for-tigard/safe-streets-action-plan).

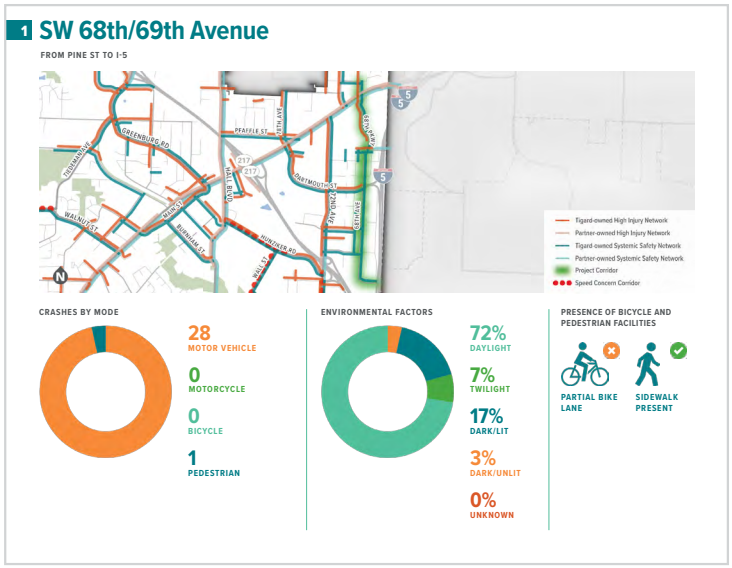
Page 1 of each summary sheet includes:

- Road speed, functional class, and length
- Crash characteristics
- An overview map
- Locations of socially vulnerable communities



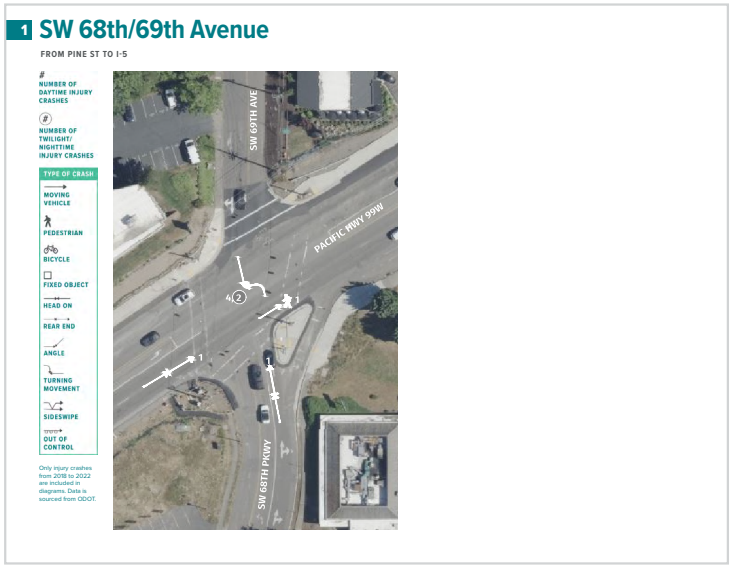
Page 2 includes:

- The High Injury Network
- The High Risk Network (Systemic Safety Network)
- Crashes by mode and environmental factors
- The presence of walking and bicycling facilities



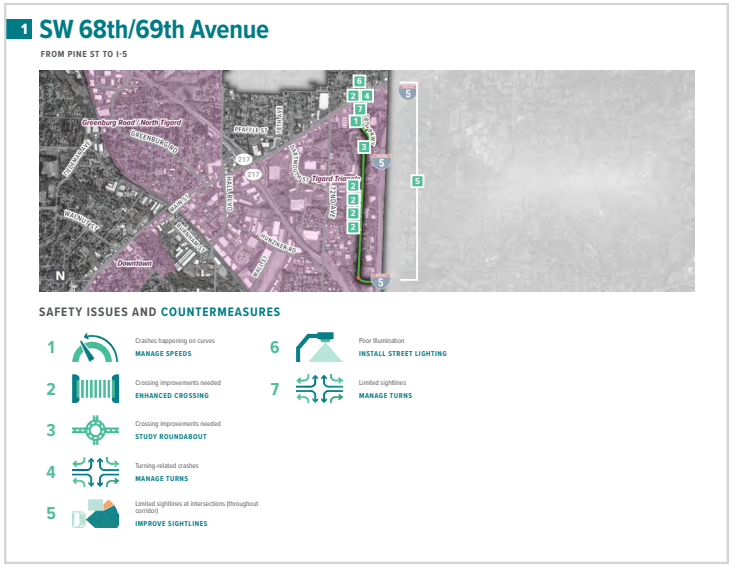
Page 3 includes crash diagrams at key intersections and locations.

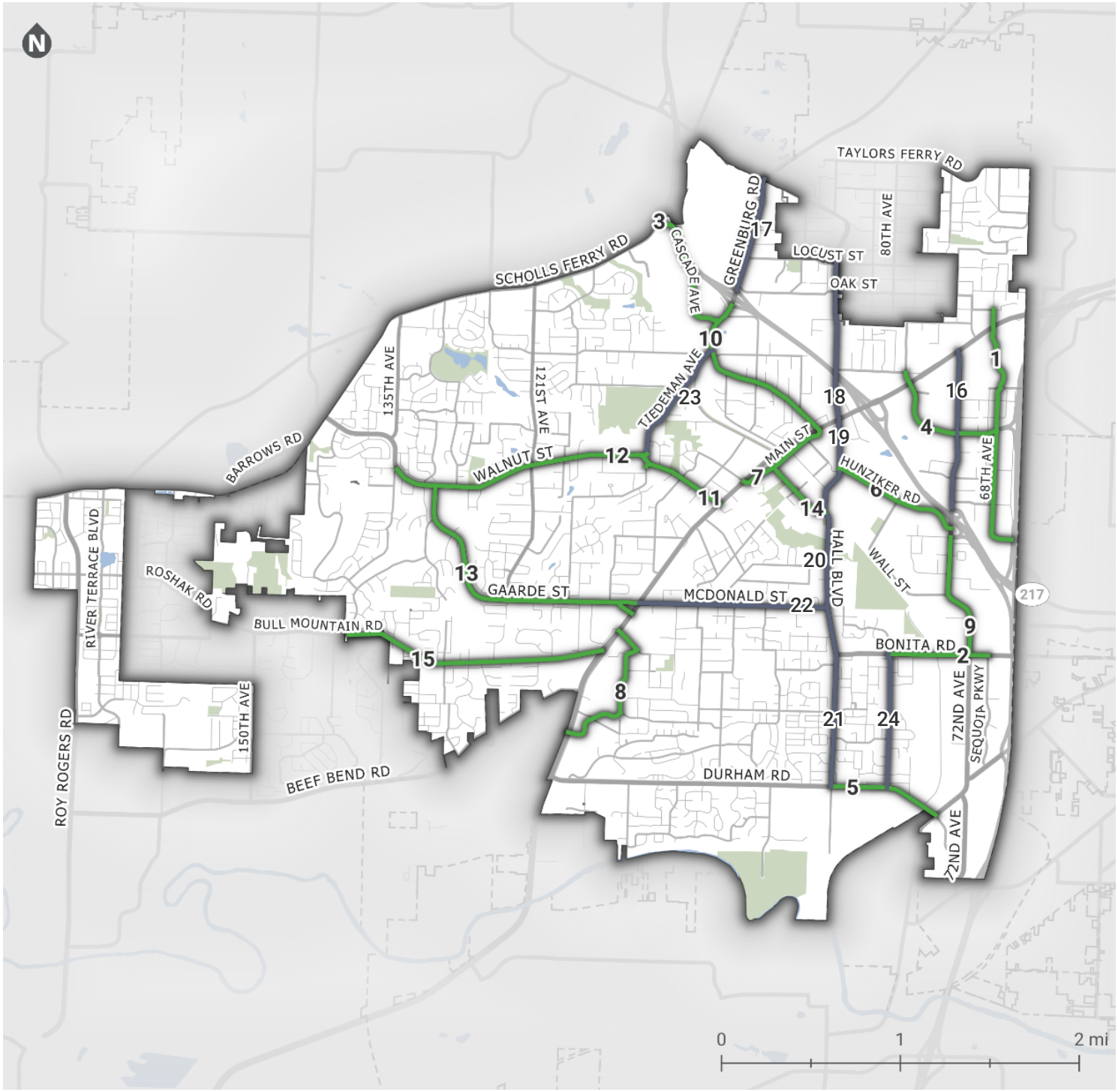
- Note, crash diagrams are not provided for corridors that already have planned or programmed projects.



Page 4 summarizes:

- Safety issues
- Engineering countermeasures
- An accompanying map





Project Locations

Each of the 24 projects has been captured in a summary sheet in this document, analyzed for past crashes, existing contditions, and for the first 15 projects, additional analyses to identify safety issues and safety countermeasures.

ID	Corridor Name
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
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

New Project
Programmed/Seeking Funding
City Limit
Park

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 collid[illegible] while traveling alongside each other,** either in the s[illegible] or opposite directions.

Turning Movement

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

1 SW 68th/69th Avenue

FROM PINE ST TO I-5



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

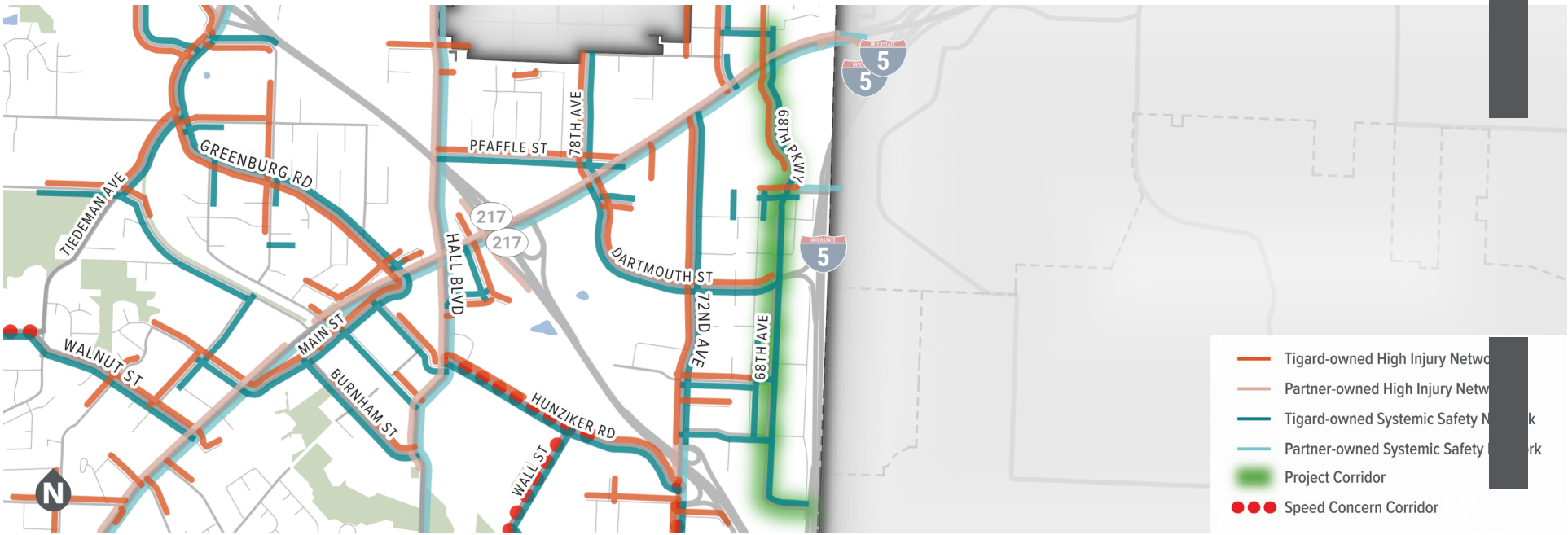
5 MINOR INJURY

6 POSSIBLE INJURY

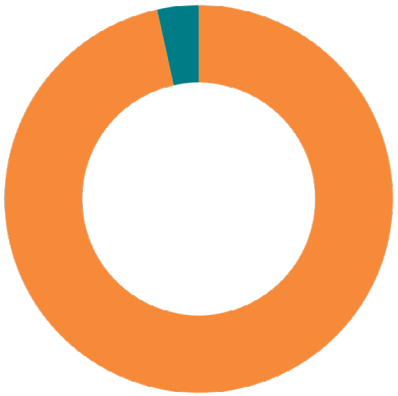
17 NO INJURY

1 SW 68th/69th Avenue

FROM PINE ST TO I-5



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



PARTIAL BIKE LANE



SIDEWALK PRESENT

1 SW 68th/69th Avenue

FROM PINE ST TO I-5

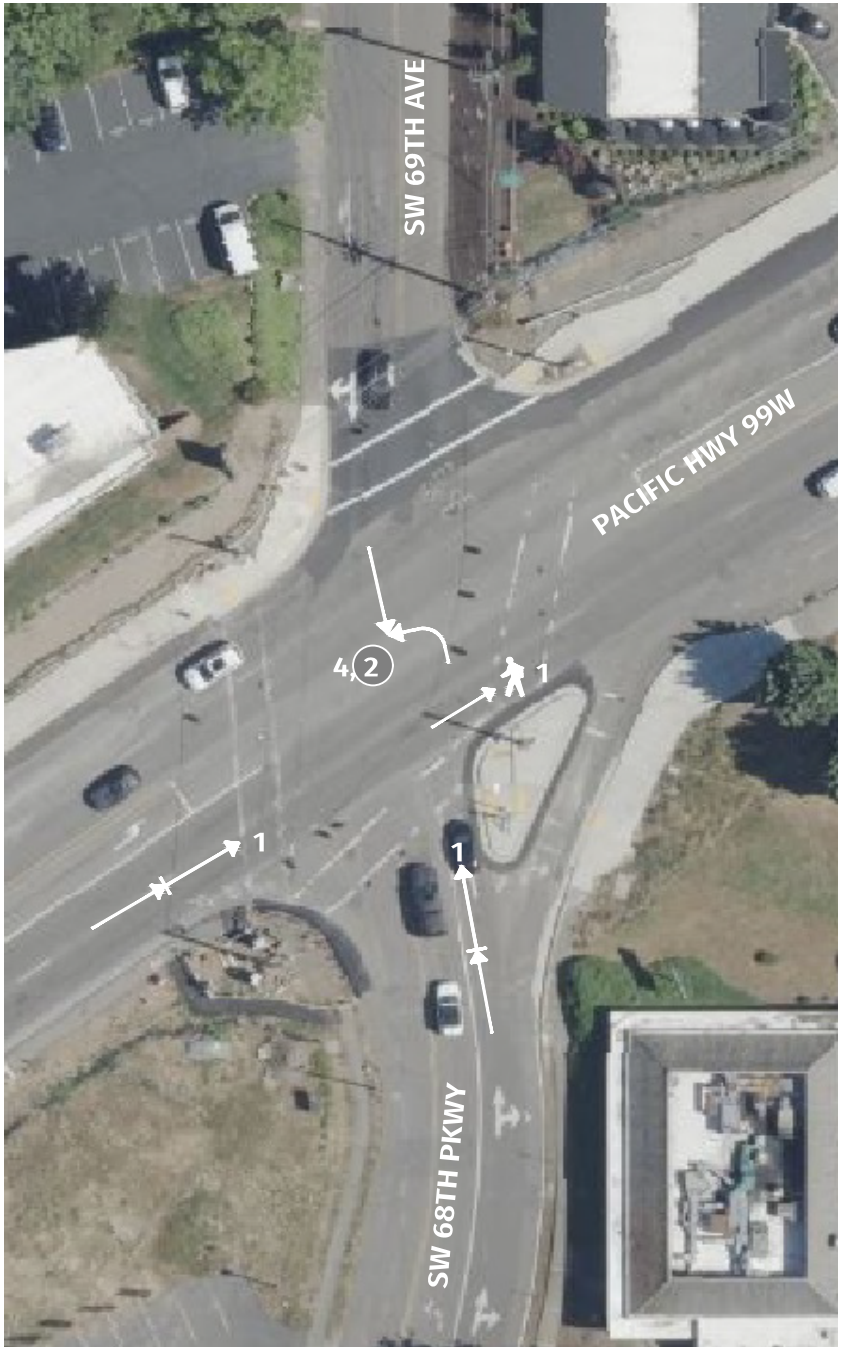
#
NUMBER OF DAYTIME INJURY CRASHES

(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

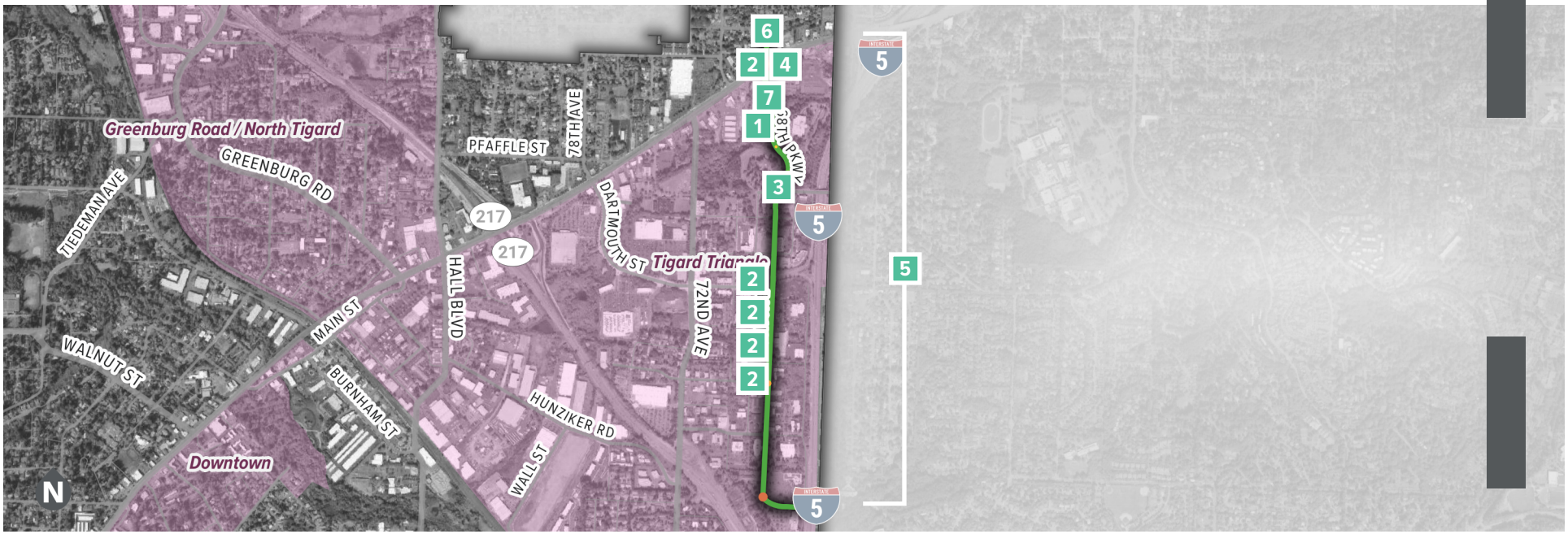
- **MOVING VEHICLE**
- **PEDESTRIAN**
- **BICYCLE**
- **FIXED OBJECT**
- **HEAD ON**
- **REAR END**
- **ANGLE**
- **TURNING MOVEMENT**
- **SIDESWIPE**
- **OUT OF CONTROL**

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



1 SW 68th/69th Avenue

FROM PINE ST TO I-5



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

2 SW Bonita Road

FROM FANNO CREEK DRIVE TO SEQUOIA PKWY



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

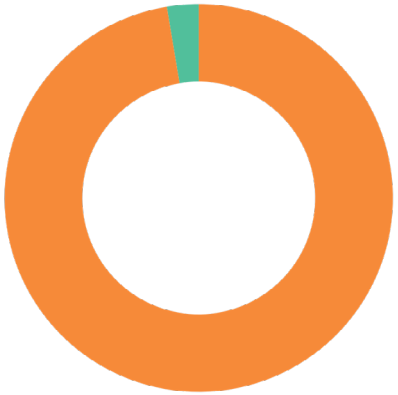
14 NO INJURY

2 SW Bonita Road

FROM FANNO CREEK DRIVE TO SEQUOIA PKWY



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



PARTIAL BIKE LANE

SIDEWALK PRESENT

2 SW Bonita Road

FROM FANNO CREEK DRIVE TO SEQUOIA PKWY

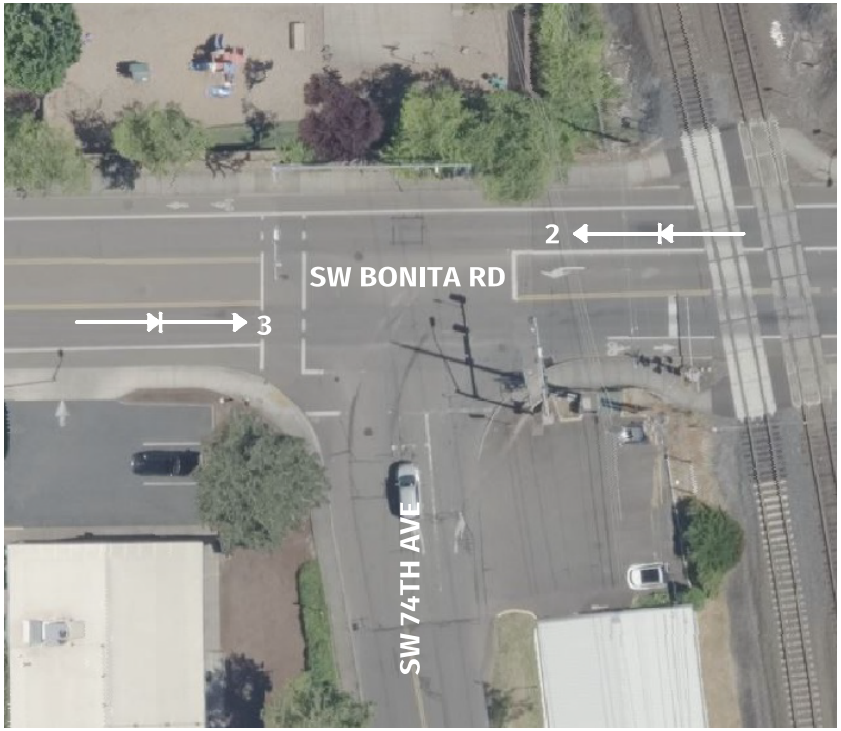
#
NUMBER OF DAYTIME INJURY CRASHES

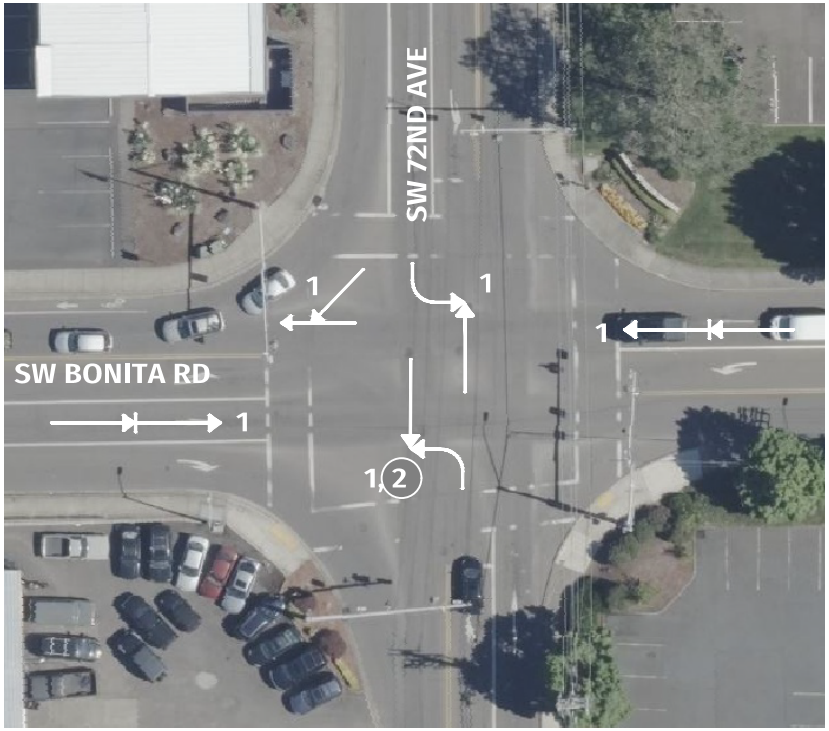
(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

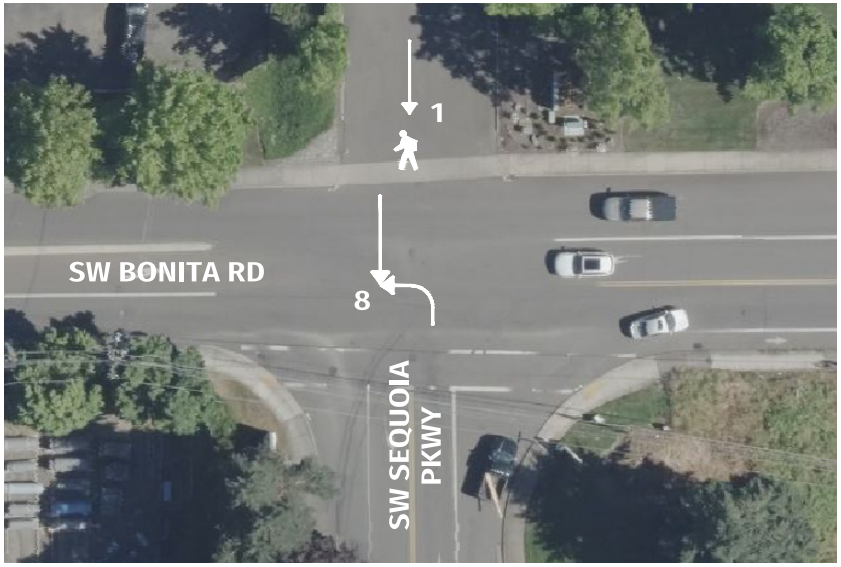
TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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







2 SW Bonita Road

FROM FANNO CREEK DRIVE TO SEQUOIA PKWY



SAFETY ISSUES AND COUNTERMEASURES

1 Crossing improvements needed
ENHANCED CROSSING

2 More warning needed before signals
SIGNAL VISIBILITY

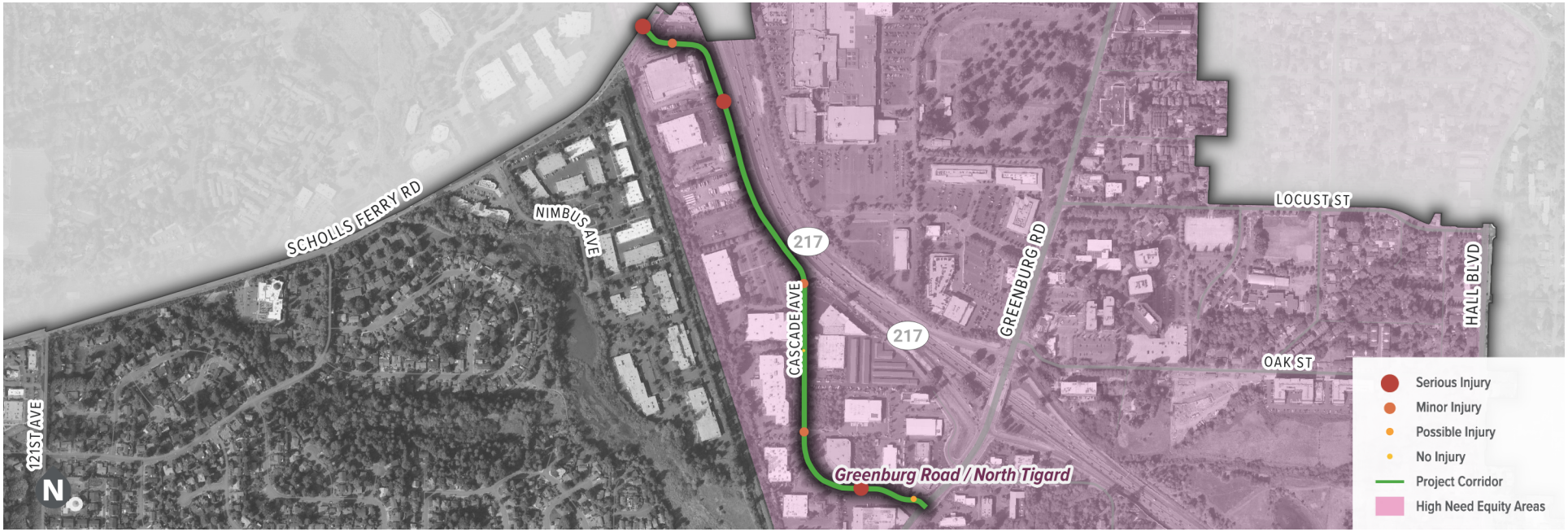
3 Turning-related crashes
MANAGE TURNS

4 Speeding concerns
MANAGE SPEEDS

5 Turning-related crashes
INTERSECTION CONTROL

3 SW Cascade Avenue

FROM SCHOLLS FERRY RD TO GREENBURG RD



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

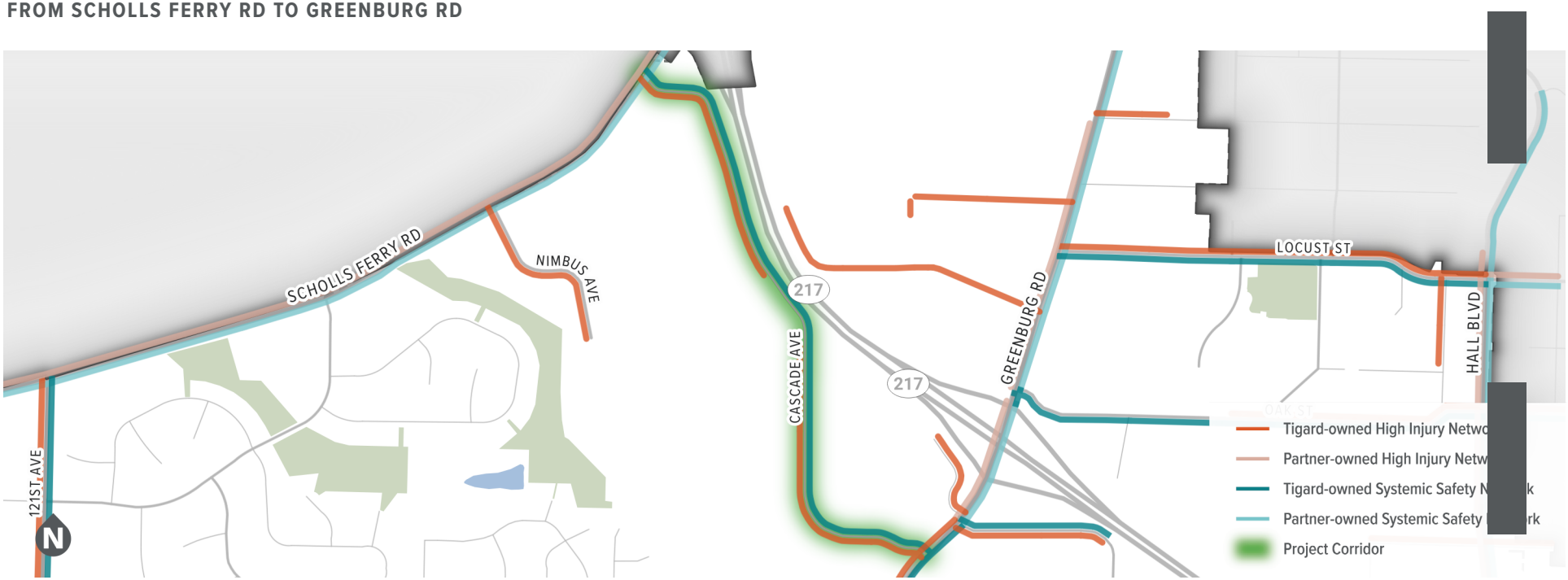
6 MINOR INJURY

11 POSSIBLE INJURY

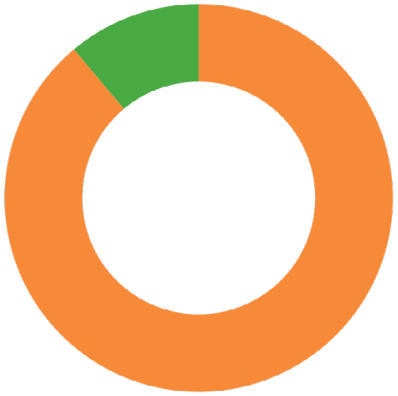
6 NO INJURY

3 SW Cascade Avenue

FROM SCHOLLS FERRY RD TO GREENBURG RD



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



PARTIAL BIKE LANE

PARTIAL SIDEWALK

3 SW Cascade Avenue

FROM SCHOLLS FERRY RD TO GREENBURG RD

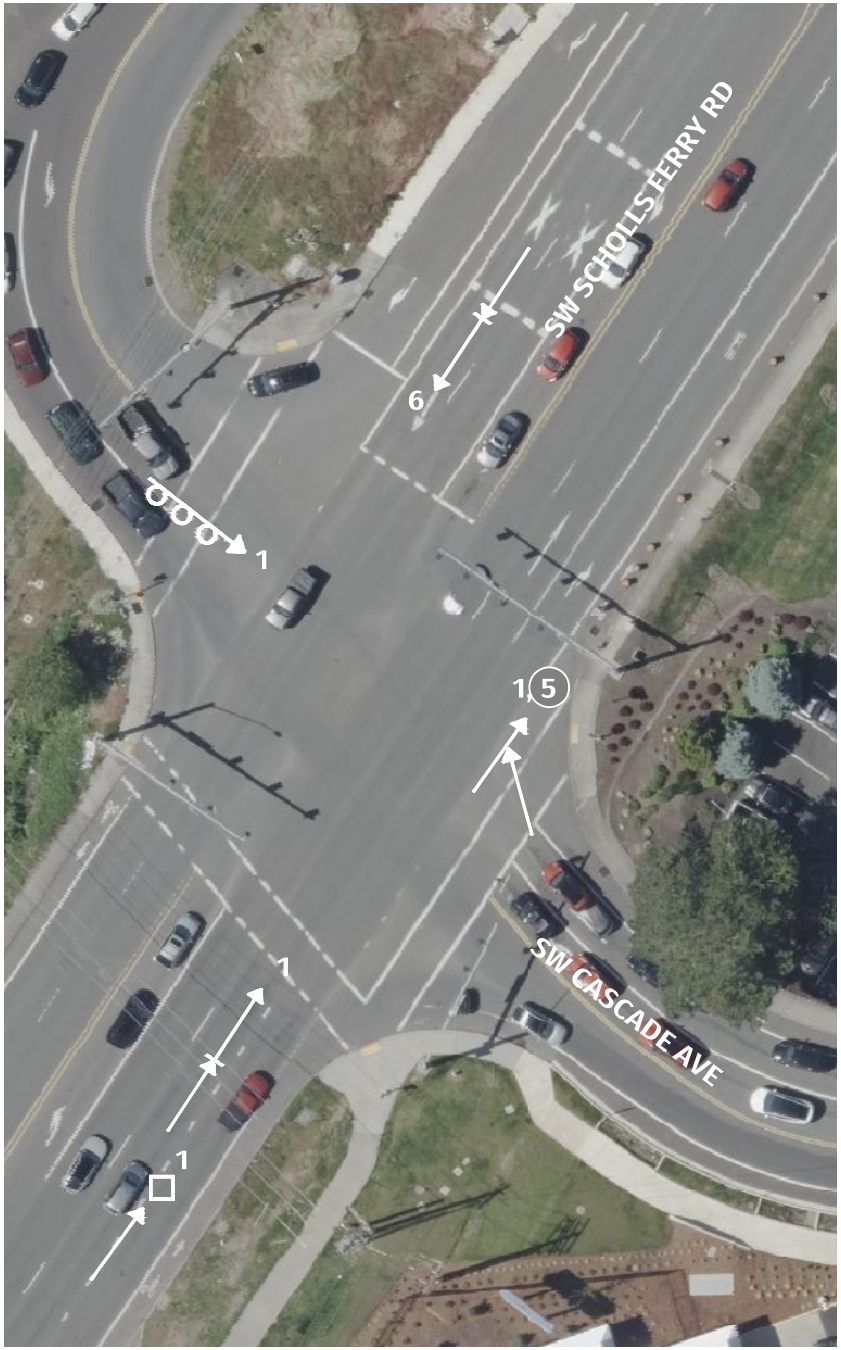
#
NUMBER OF DAYTIME INJURY CRASHES

(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

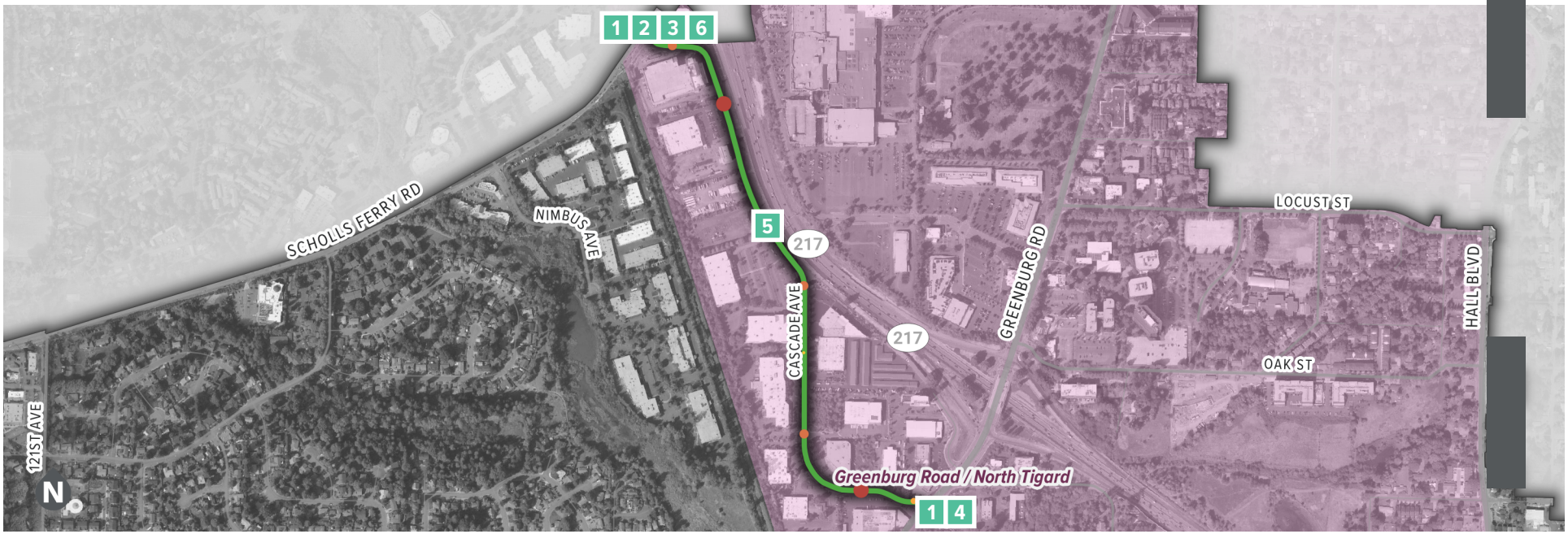
Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.





3 SW Cascade Avenue

FROM SCHOLLS FERRY RD TO GREENBURG RD



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

4 SW Dartmouth Street

FROM PFAFFLE ST TO 68TH AVE



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

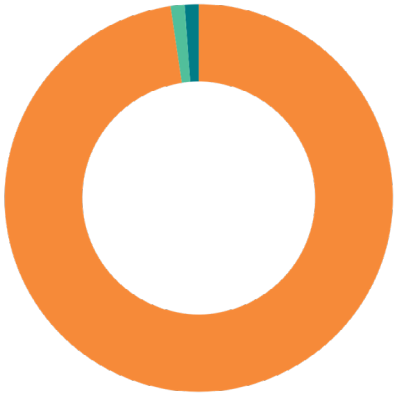
41 NO INJURY

4 SW Dartmouth Street

FROM PFAFFLE ST TO 68TH AVE



CRASHES BY MODE



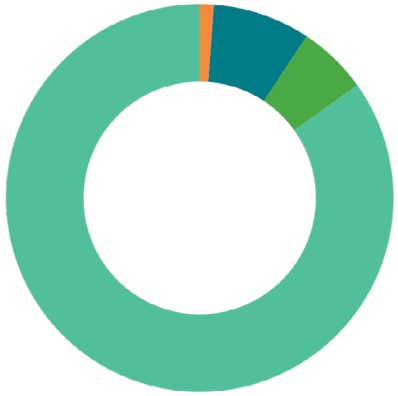
84 MOTOR VEHICLE

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



PARTIAL BIKE LANE



SIDEWALK PRESENT

4 SW Dartmouth Street

FROM PFAFFLE ST TO 68TH AVE

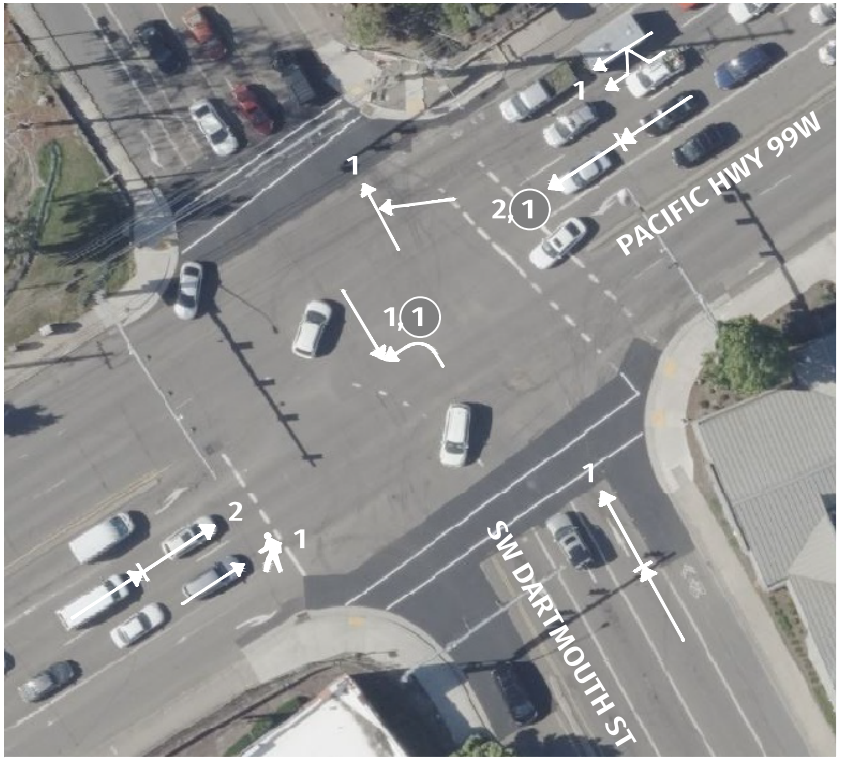
#
NUMBER OF DAYTIME INJURY CRASHES

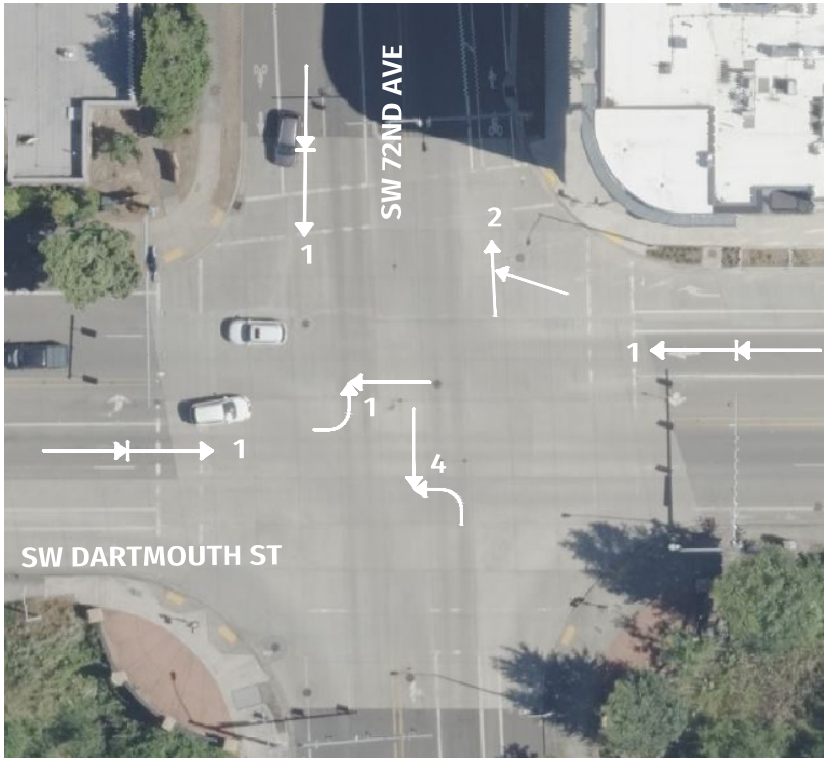
(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

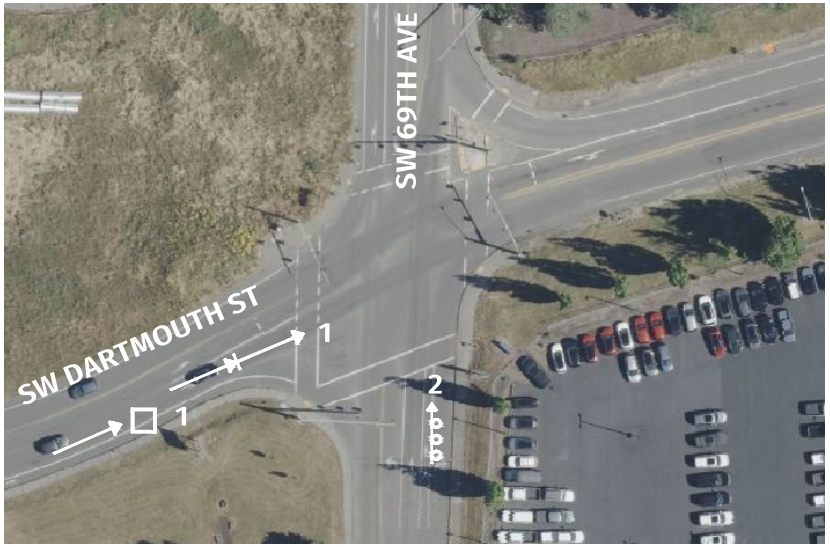
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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









4 SW Dartmouth Street

FROM PFAFFLE ST TO 68TH AVE



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

5 SW Durham Road

FROM HALL BLVD TO UPPER BOONES FERRY RD



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

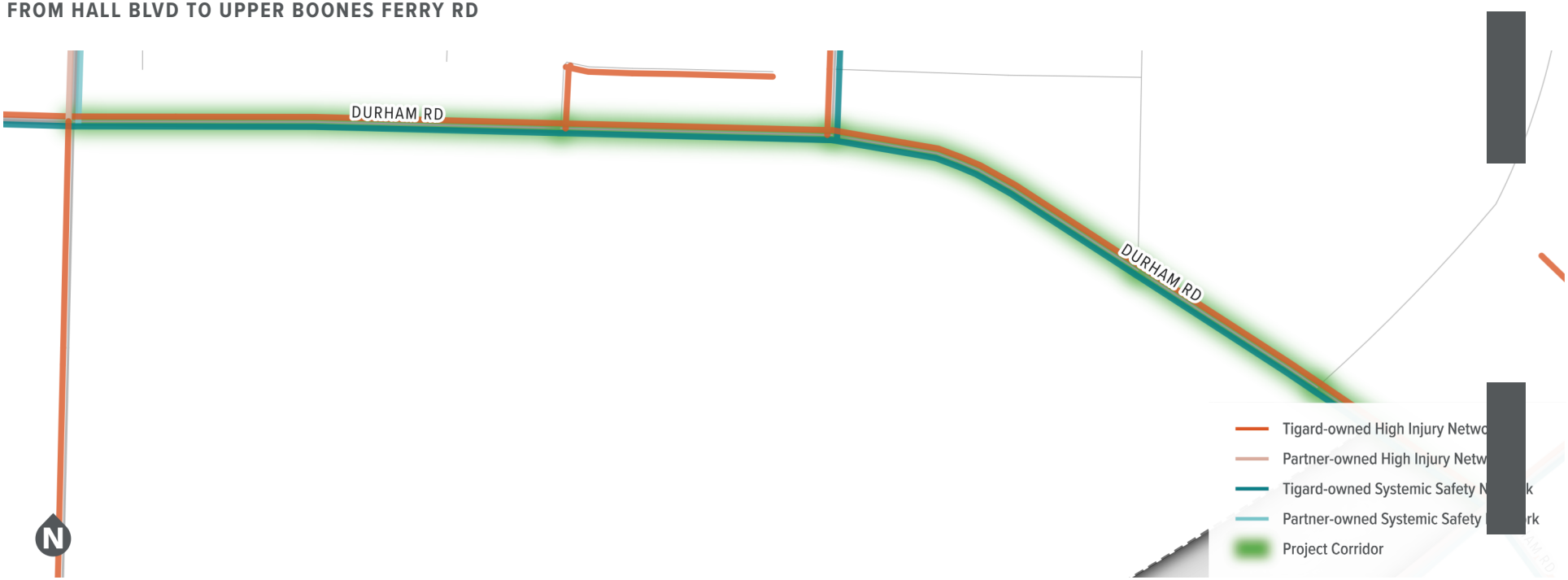
15 MINOR INJURY

24 POSSIBLE INJURY

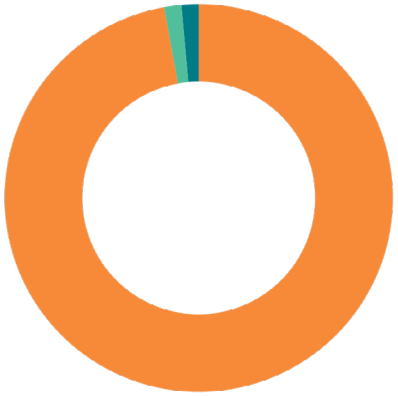
29 NO INJURY

5 SW Durham Road

FROM HALL BLVD TO UPPER BOONES FERRY RD



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

FROM HALL BLVD TO UPPER BOONES FERRY RD

#
NUMBER OF DAYTIME INJURY CRASHES

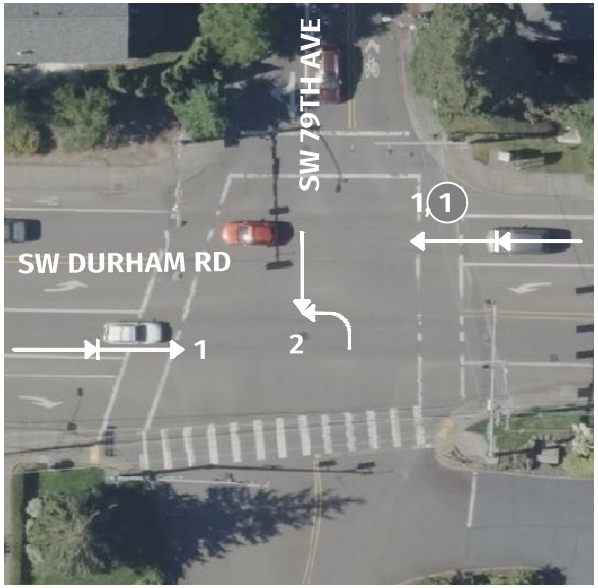
(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

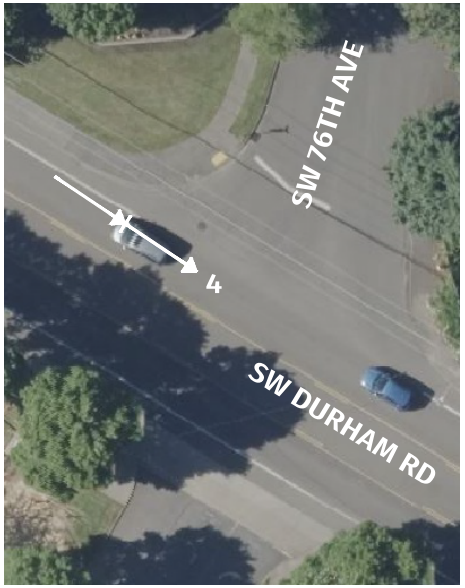
TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

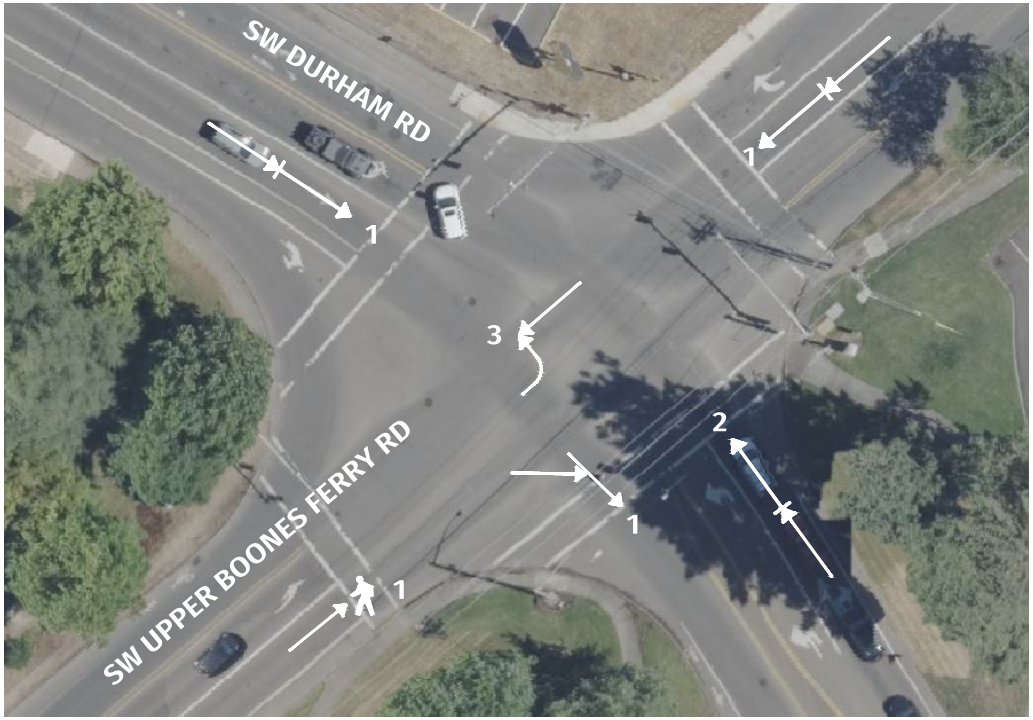
Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.











5 SW Durham Road

FROM HALL BLVD TO UPPER BOONES FERRY RD



SAFETY ISSUES AND COUNTERMEASURES

1

More warning needed before signals

SIGNAL VISIBILITY

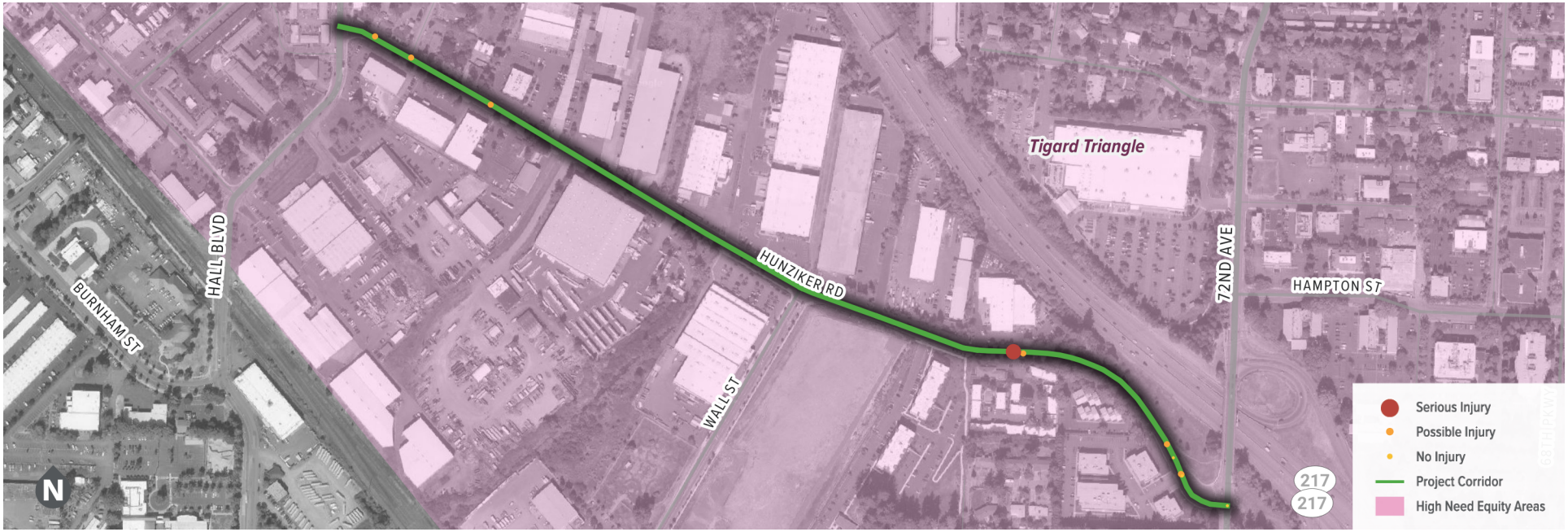
2

Crossing improvements needed

ENHANCED CROSSING

6 SW Hunziker Road

FROM HALL BLVD TO 72ND AVE



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

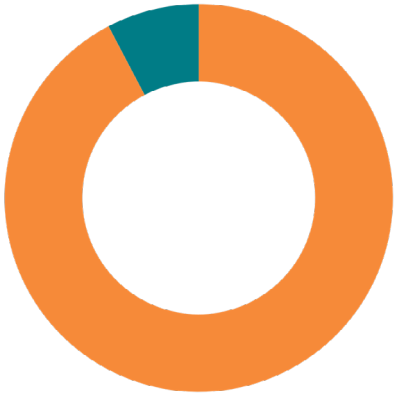
5 NO INJURY

6 SW Hunziker Road

FROM HALL BLVD TO 72ND AVE



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

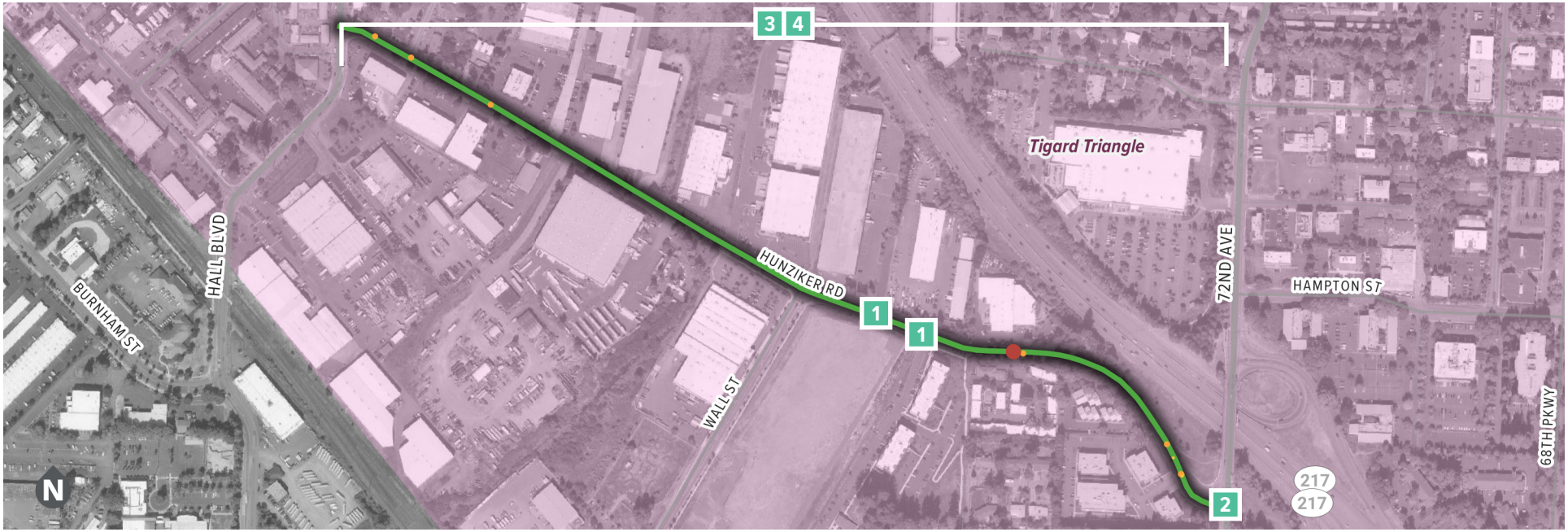
PRESENCE OF BICYCLE AND PEDESTRIAN FACILITIES

NO BIKE LANE

PARTIAL SIDEWALK

6 SW Hunziker Road

FROM HALL BLVD TO 72ND AVE



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

7 SW Main Street

FROM 99W TO 99W



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

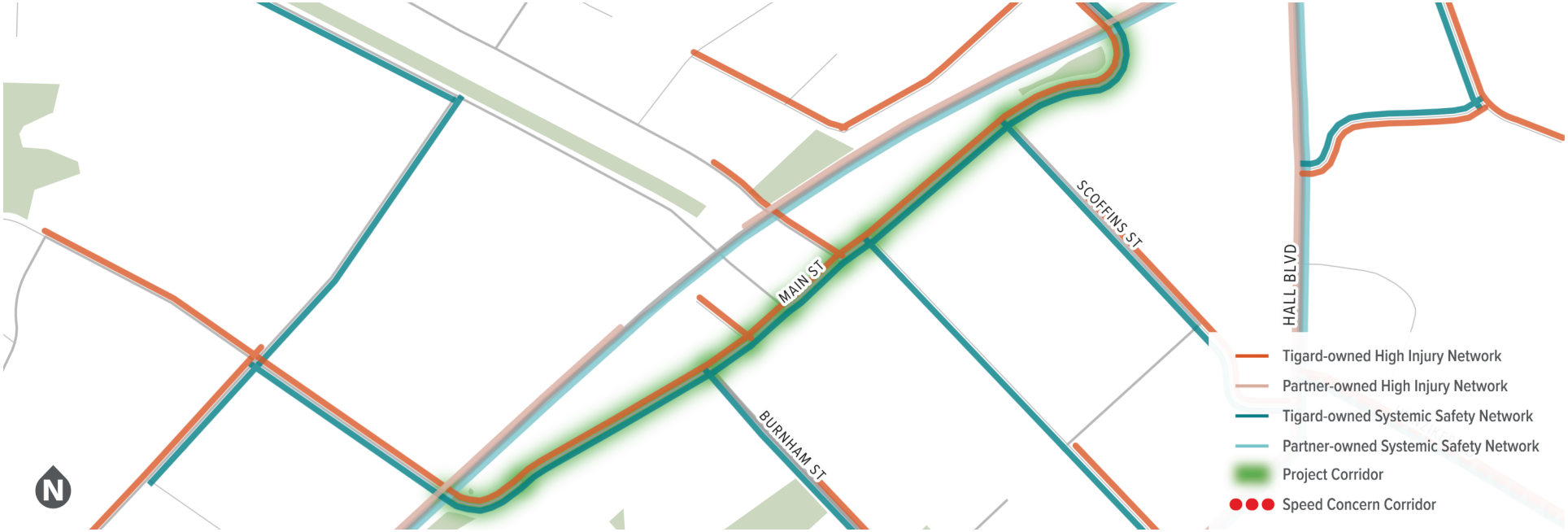
2 MINOR INJURY

7 POSSIBLE INJURY

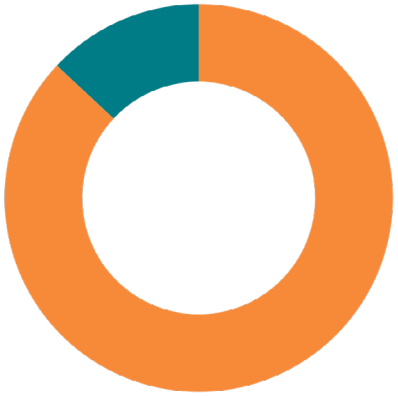
11 NO INJURY

7 SW Main Street

FROM 99W TO 99W



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

FROM 99W TO 99W

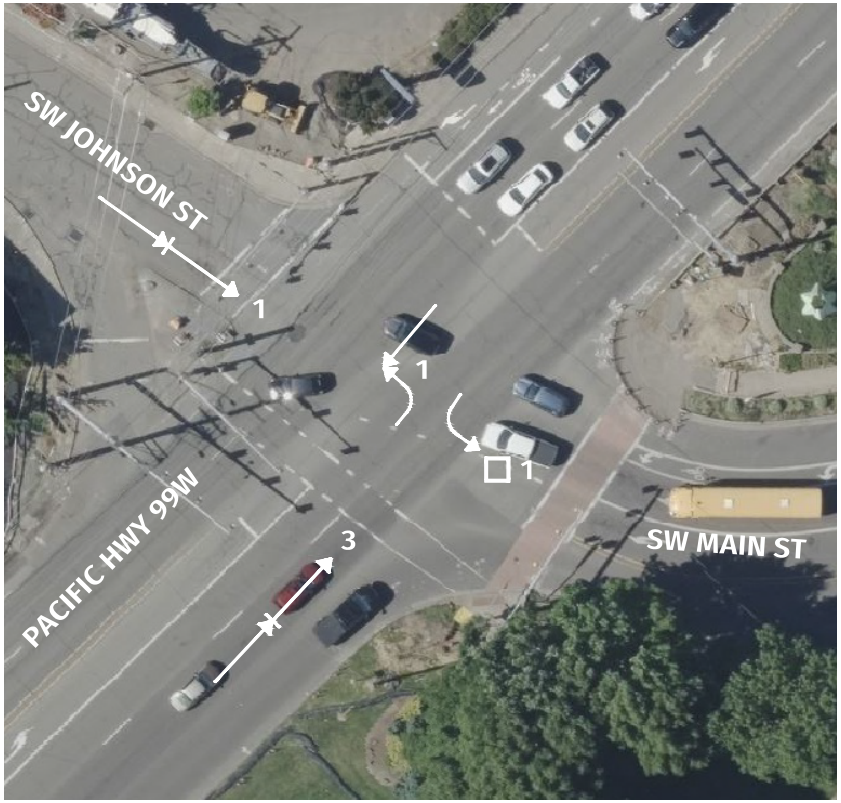
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NUMBER OF DAYTIME INJURY CRASHES

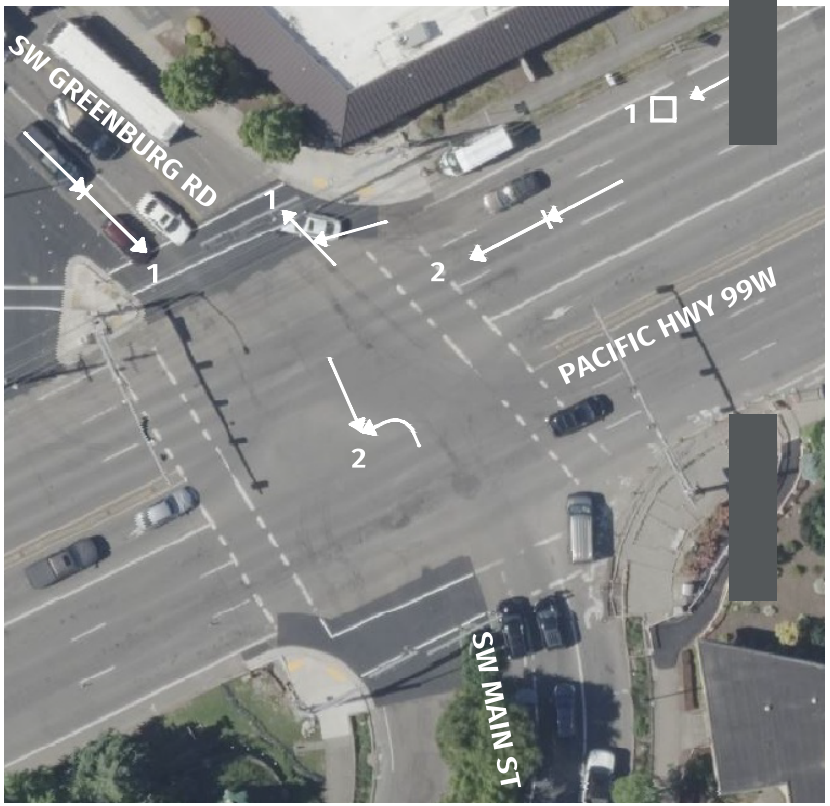
(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

- **MOVING VEHICLE**
- **PEDESTRIAN**
- **BICYCLE**
- **FIXED OBJECT**
- **HEAD ON**
- **REAR END**
- **ANGLE**
- **TURNING MOVEMENT**
- **SIDESWIPE**
- **OUT OF CONTROL**

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







7 SW Main Street

FROM 99W TO 99W



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

FROM 99W TO 99W



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

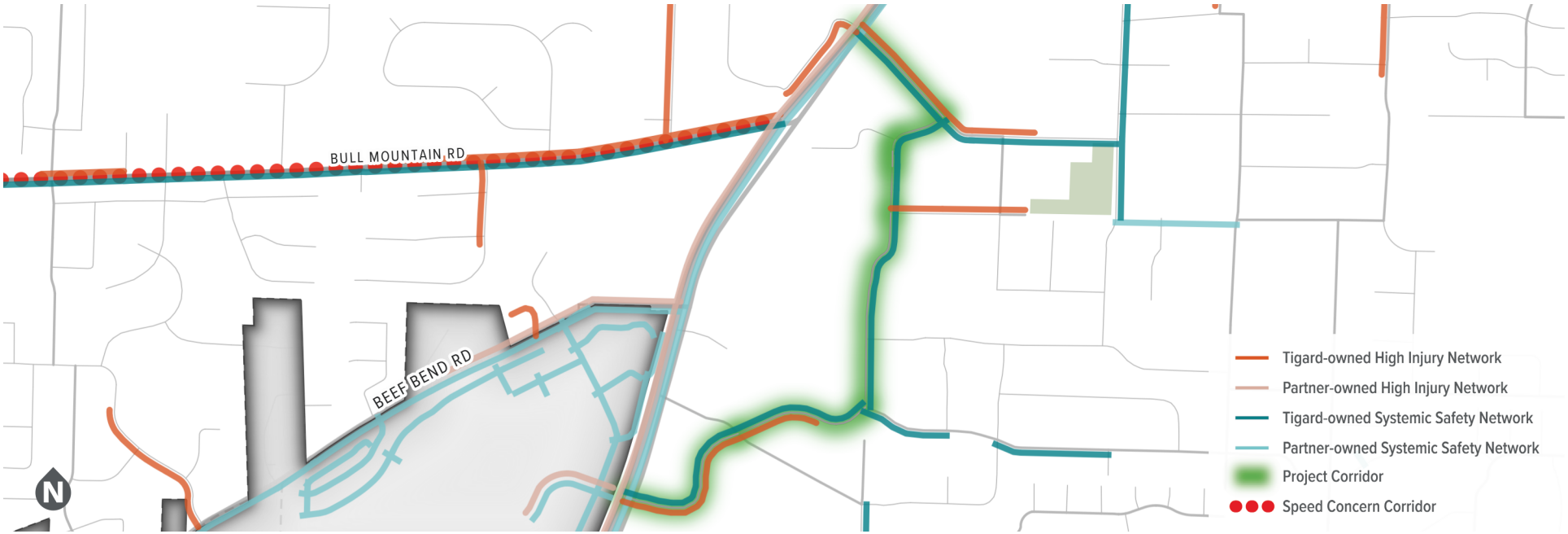
8 MINOR INJURY

11 POSSI INJUR

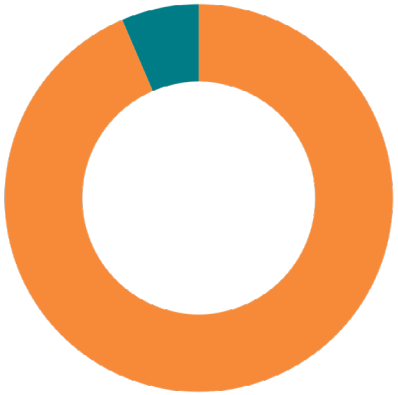
11 NO INJURY

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

FROM 99W TO 99W



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



PARTIAL SIDEWALK

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

FROM 99W TO 99W

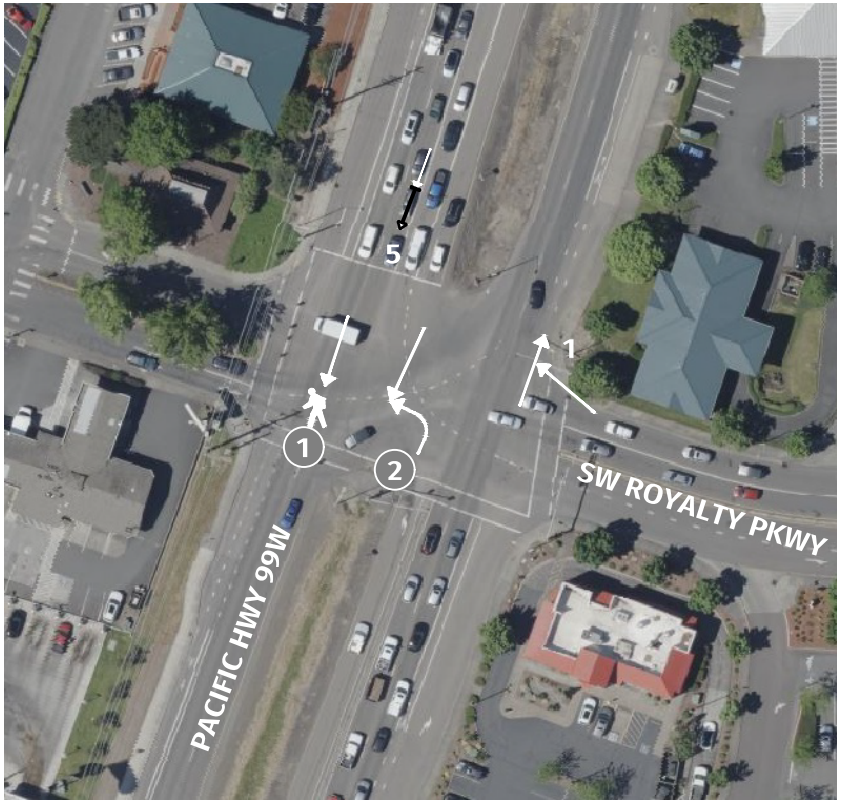
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NUMBER OF DAYTIME INJURY CRASHES

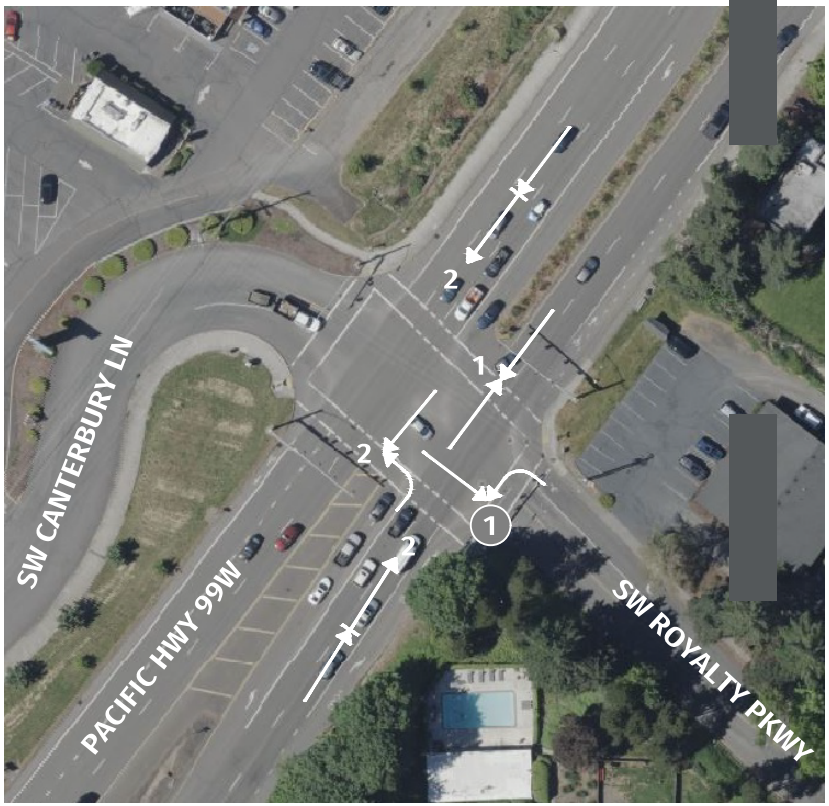
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NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

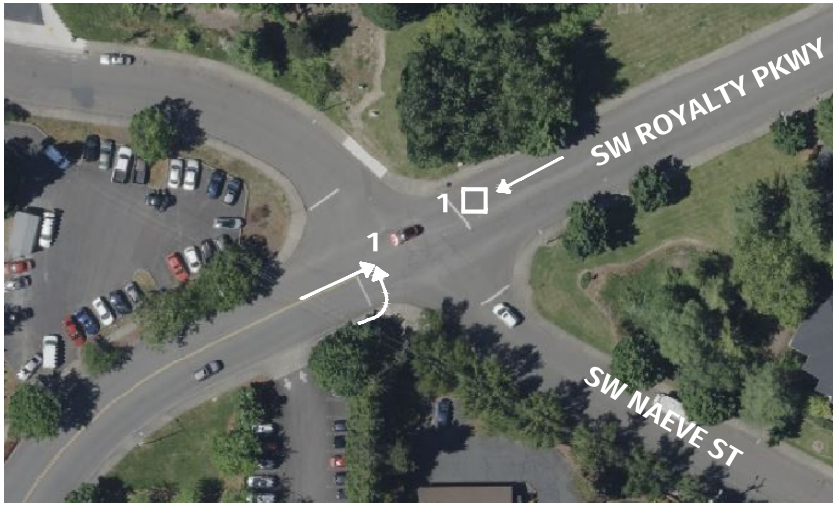
TYPE OF CRASH

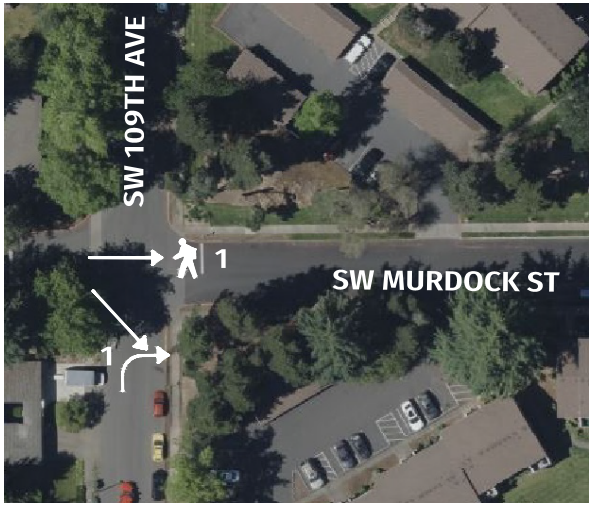
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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



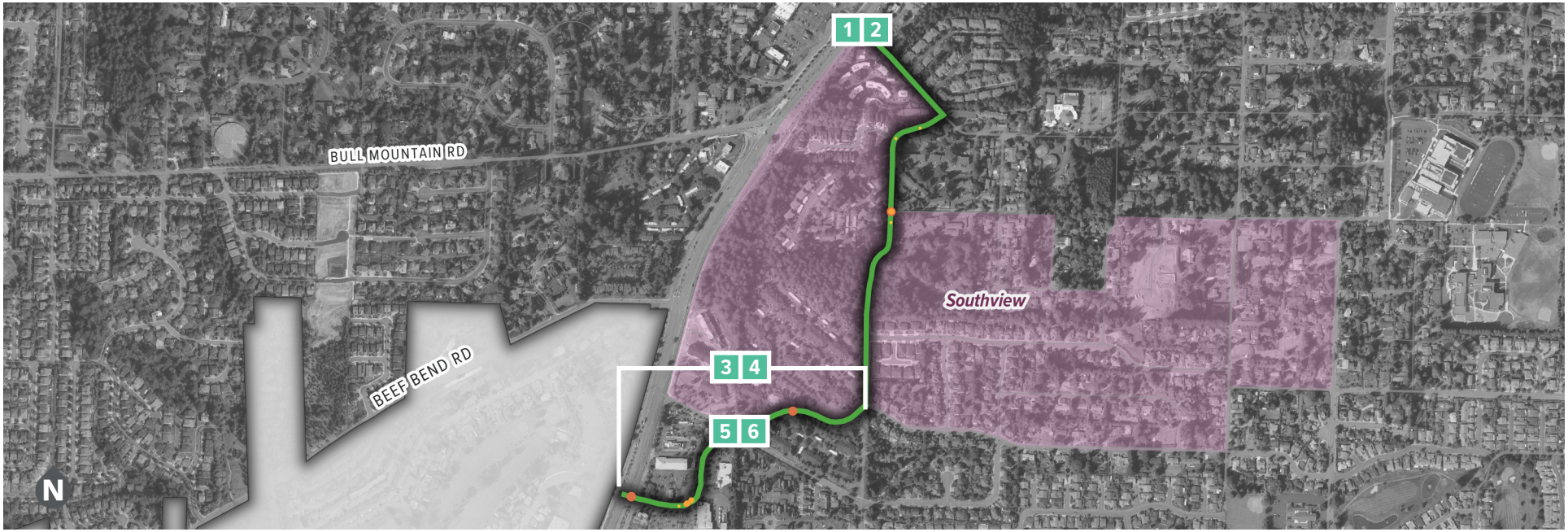






8 SW Royalty Parkway/SW 109th Avenue/SW Canterbury Lane

FROM 99W TO 99W



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)

FROM BONITA RD TO 217 RAMP



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

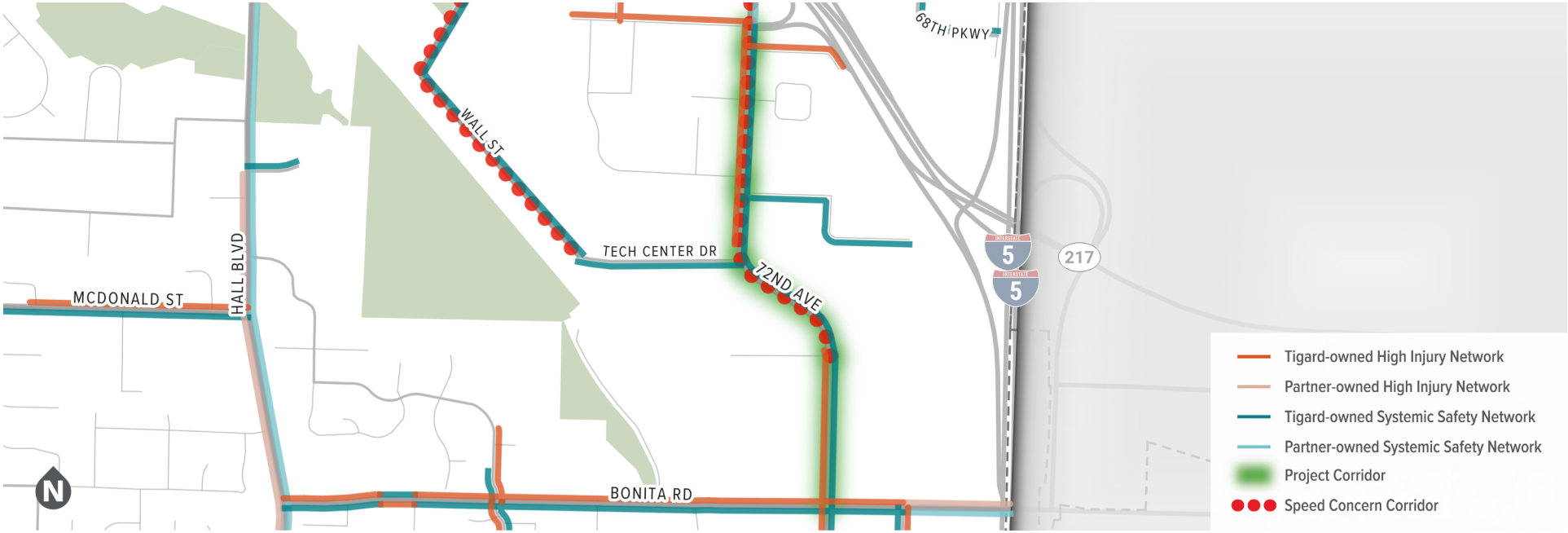
4 MINOR INJURY

11 POSSI INJUR

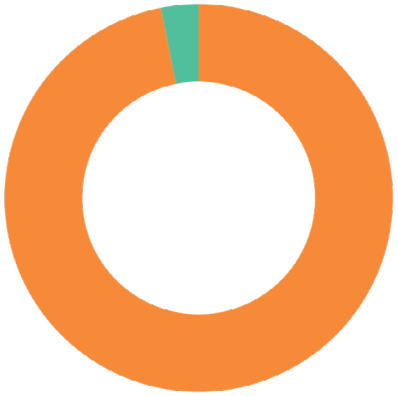
16 NO INJURY

9 SW 72nd Avenue (South Segment)

FROM BONITA RD TO 217 RAMP



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



PARTIAL SIDEWALK

9 SW 72nd Avenue (South Segment)

FROM BONITA RD TO 217 RAMP

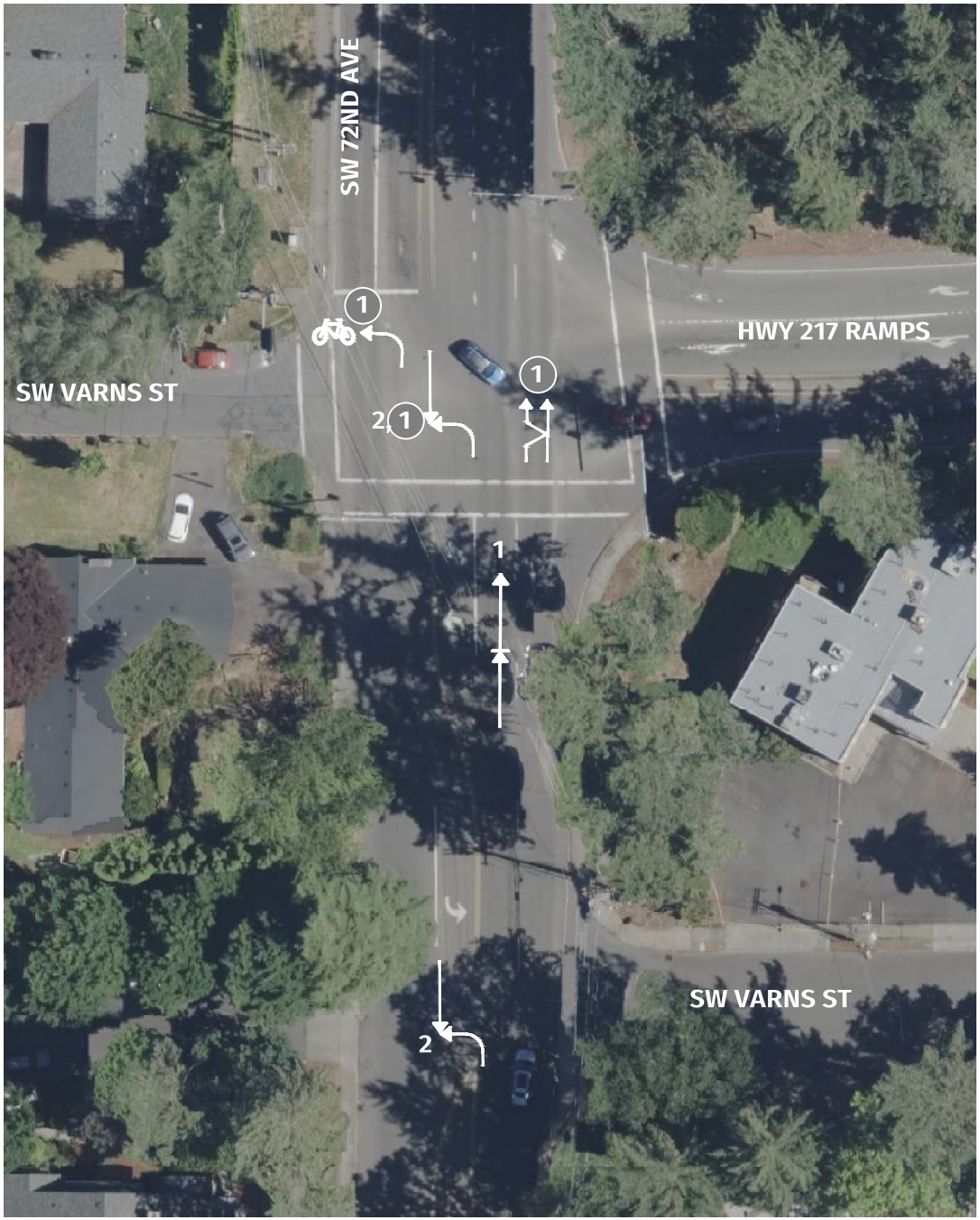
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NUMBER OF DAYTIME INJURY CRASHES

(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

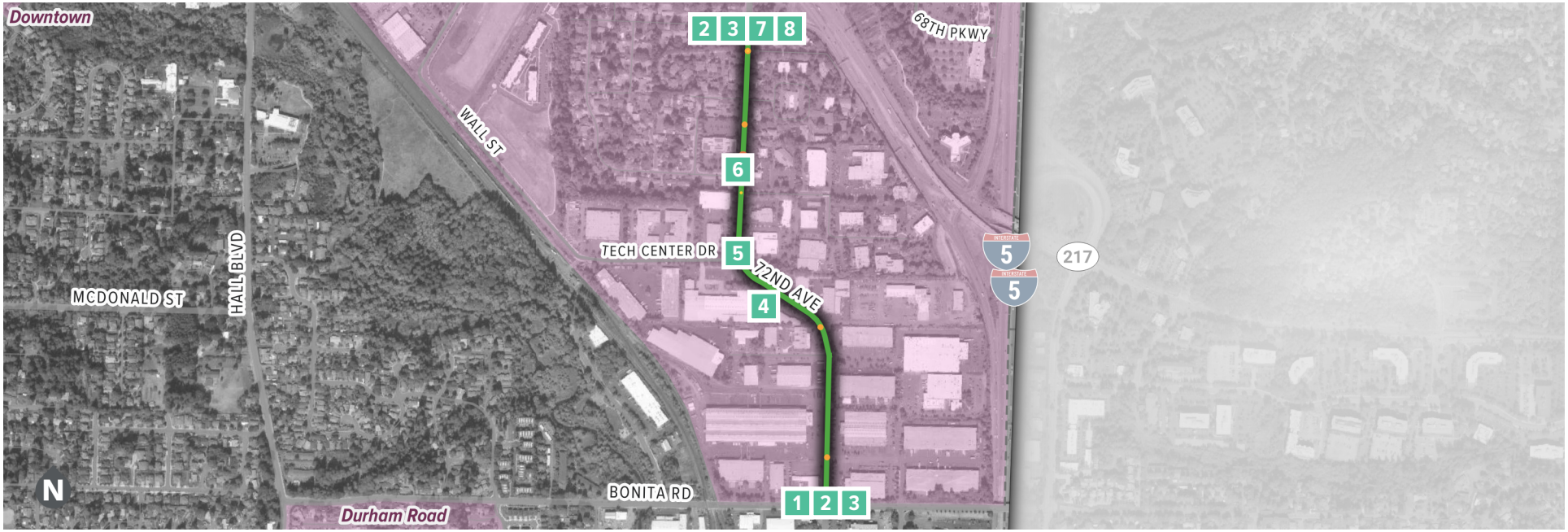
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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



9 SW 72nd Avenue (South Segment)

FROM BONITA RD TO 217 RAMP



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

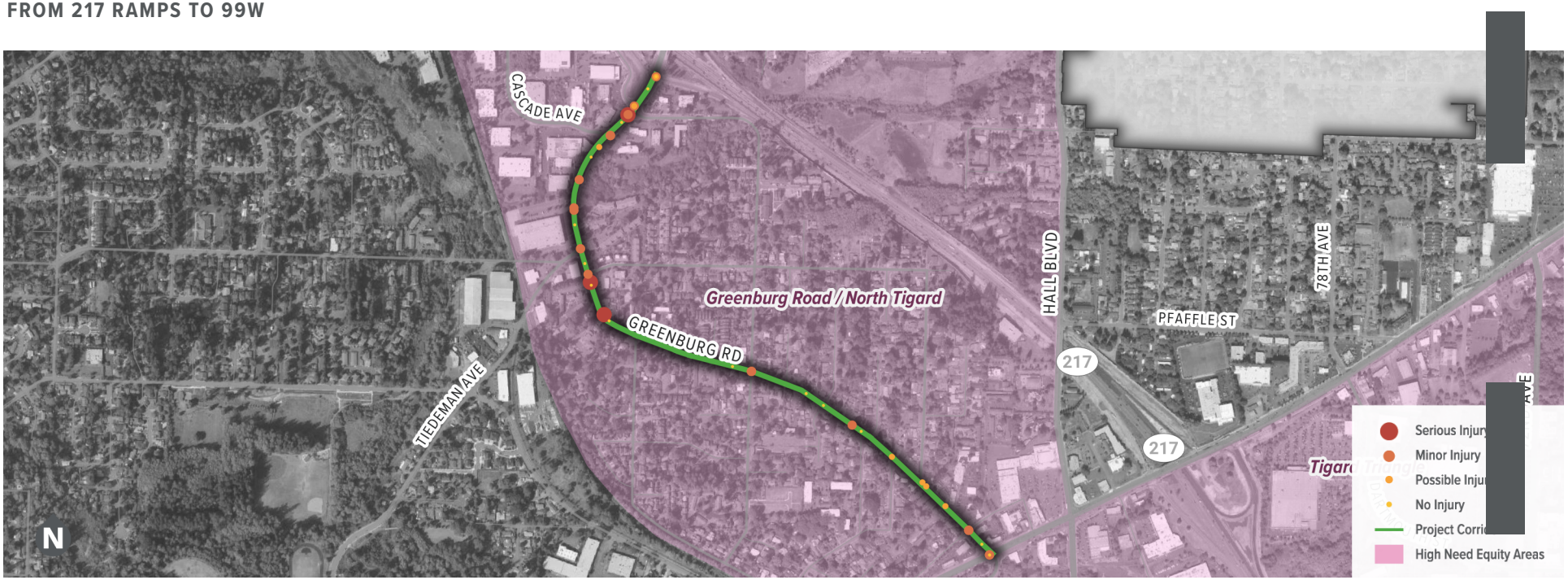
6 Crossing improvements needed
ENHANCED CROSSING

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

8 Turning-related crashes
MANAGE TURNS

10 SW Greenburg Road (South Segment)

FROM 217 RAMPS TO 99W



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 POSSI INJUR

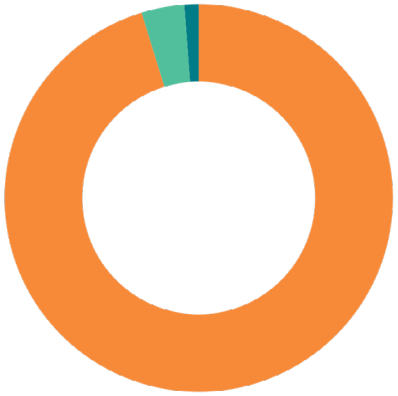
28 NO INJURY

10 SW Greenburg Road (South Segment)

FROM 217 RAMPS TO 99W



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)

FROM 217 RAMPS TO 99W

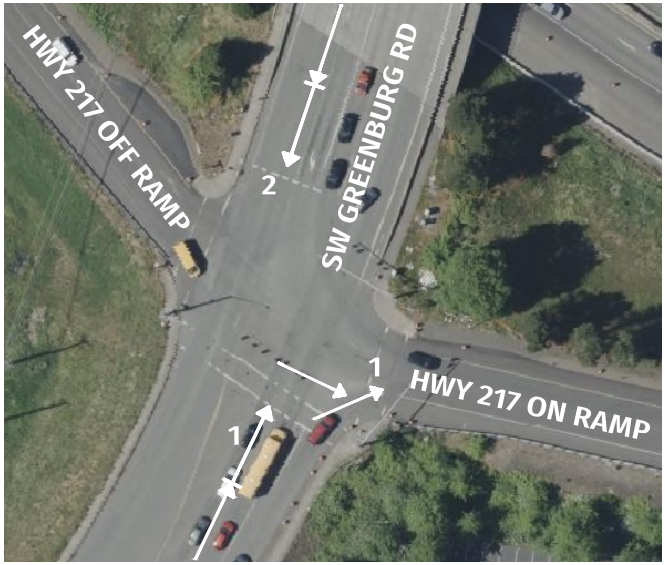
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NUMBER OF DAYTIME INJURY CRASHES

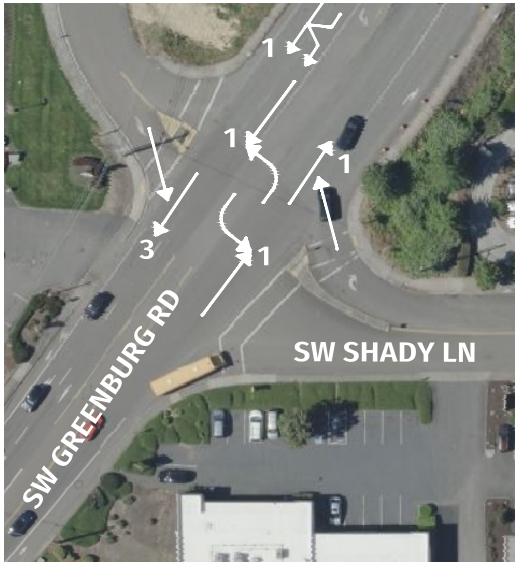
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NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

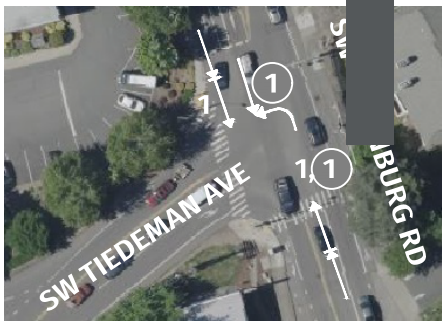
TYPE OF CRASH

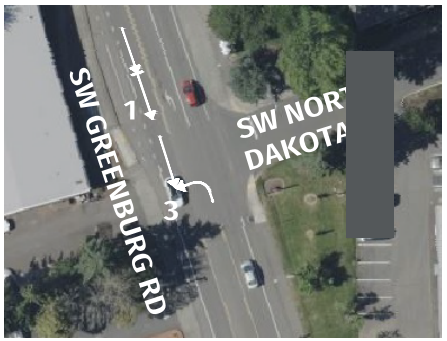
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

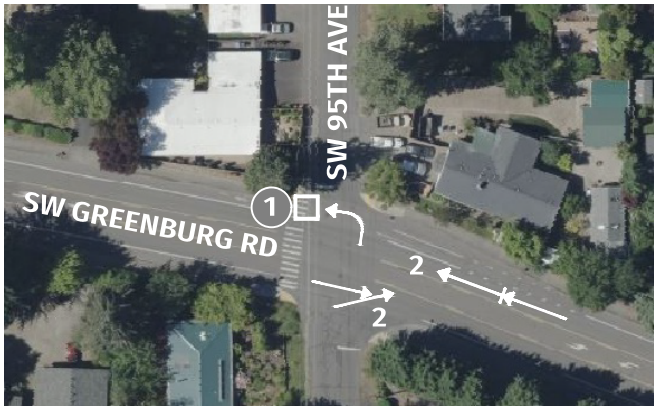
Only injury crashes from 2018 to 2022 are included in diagrams. Data is sourced from ODOT.









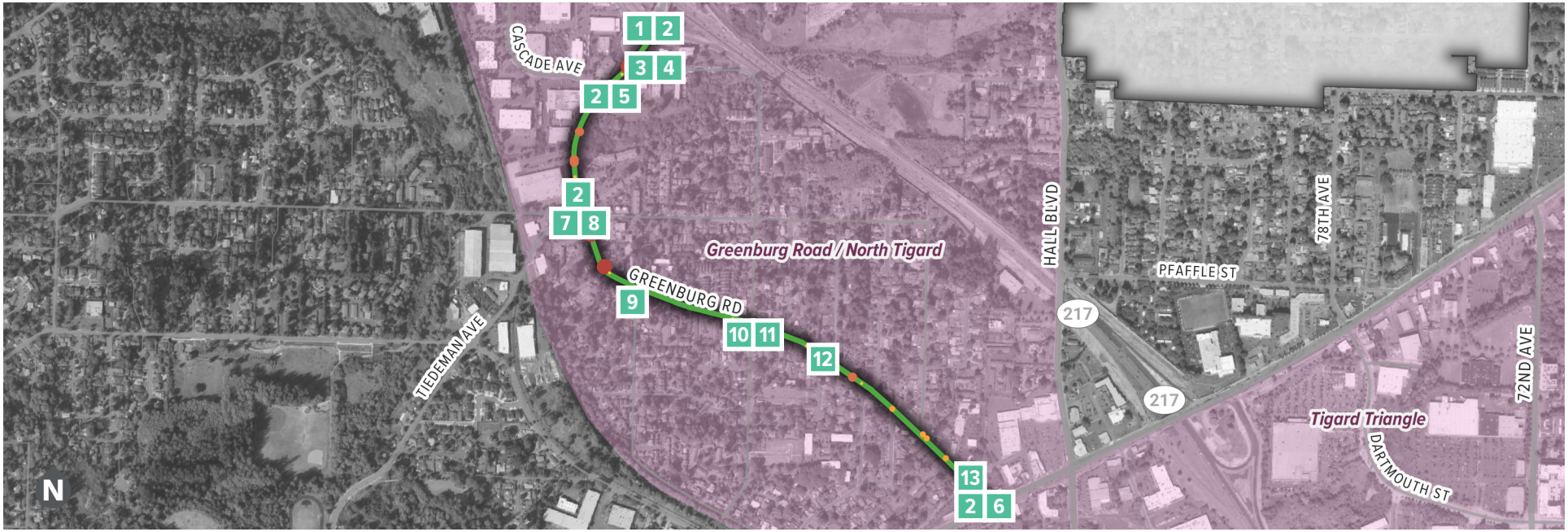






10 SW Greenburg Road (South Segment)

FROM 217 RAMPS TO 99W



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)

FROM 99W TO TIEDEMAN AVE



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 POSSI INJUR

24 NO INJURY

11 SW Walnut Street (East Segment)

FROM 99W TO TIEDEMAN AVE



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



PARTIAL SIDEWALK

11 SW Walnut Street (East Segment)

FROM 99W TO TIEDEMAN AVE

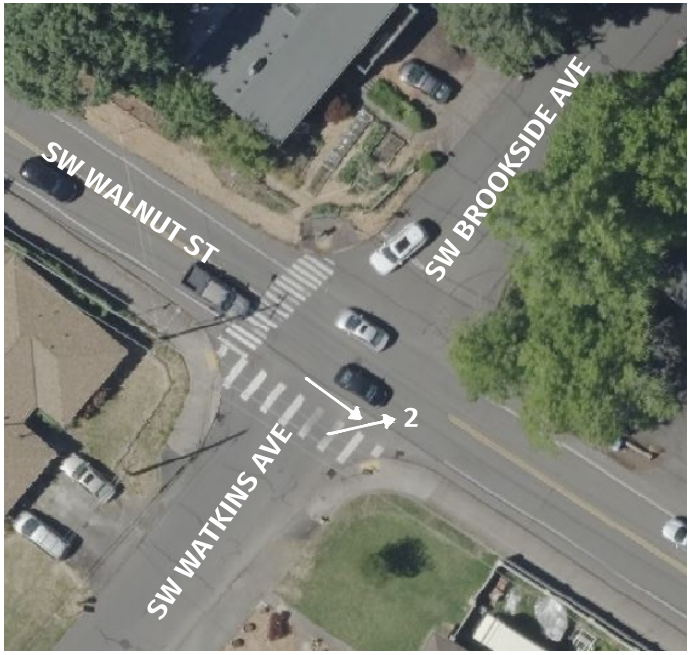
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NUMBER OF DAYTIME INJURY CRASHES

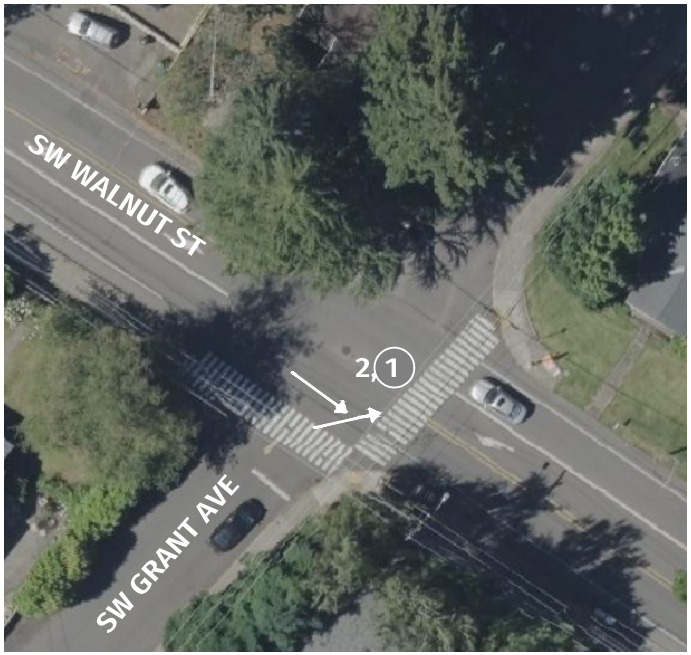
(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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







11 SW Walnut Street (East Segment)

FROM 99W TO TIEDEMAN AVE



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)

FROM TIEDEMAN AVE TO 135TH AVE



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 POSSI INJUR

10 NO INJURY

12 SW Walnut Street (West Segment)

FROM TIEDEMAN AVE TO 135TH AVE



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)

FROM TIEDEMAN AVE TO 135TH AVE

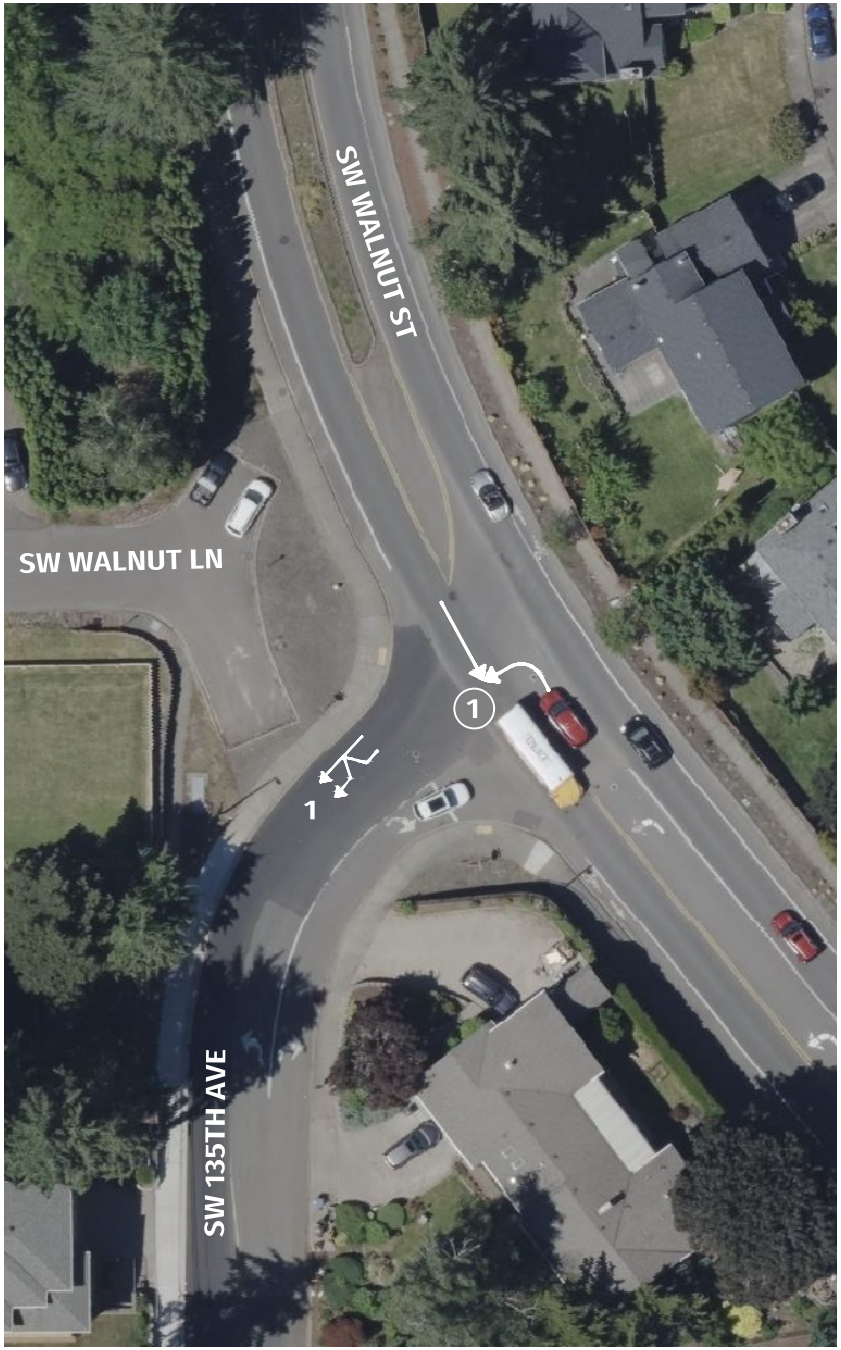
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NUMBER OF DAYTIME INJURY CRASHES

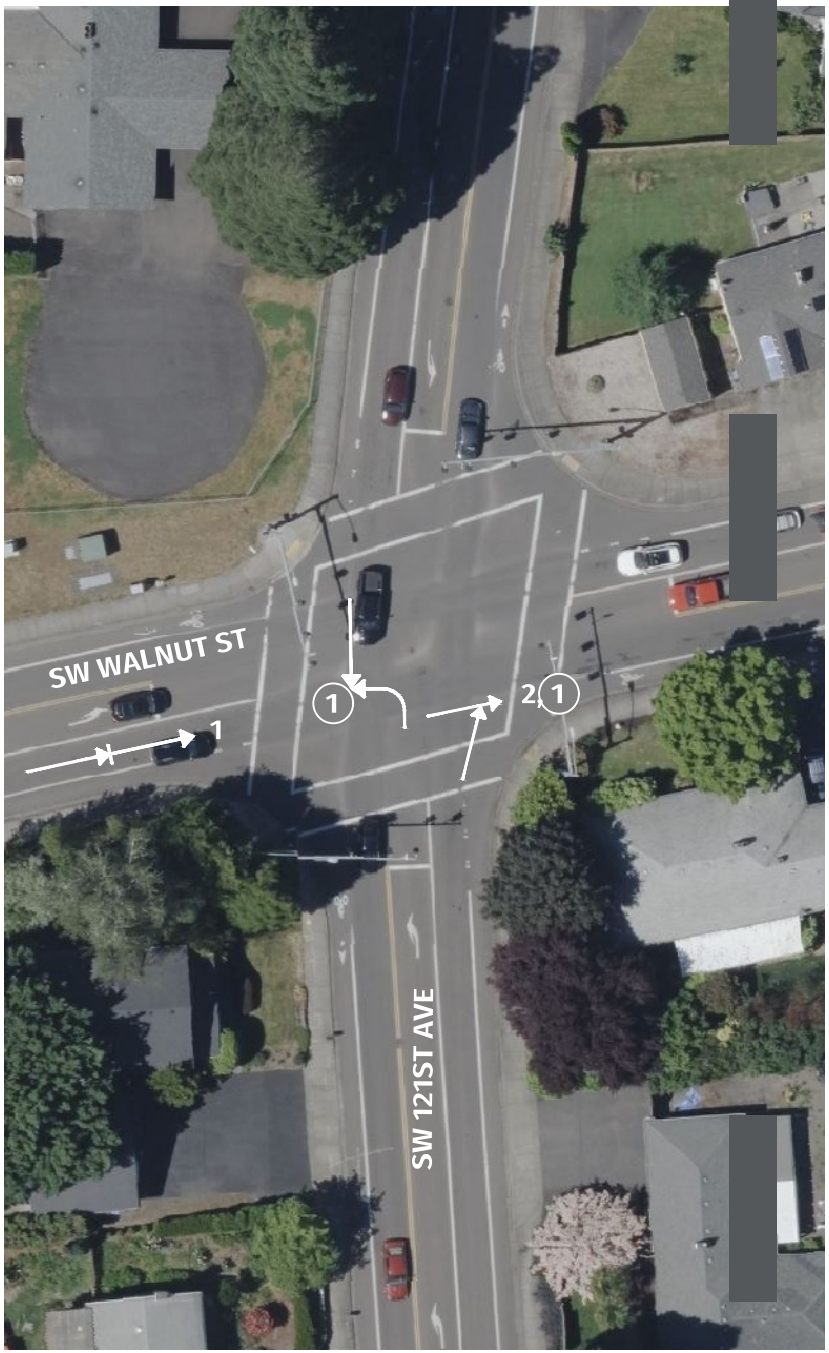
(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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





12 SW Walnut Street (West Segment)

FROM TIEDEMAN AVE TO 135TH AVE



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

13 SW Gaarde Street

FROM 99W TO WALNUT ST



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

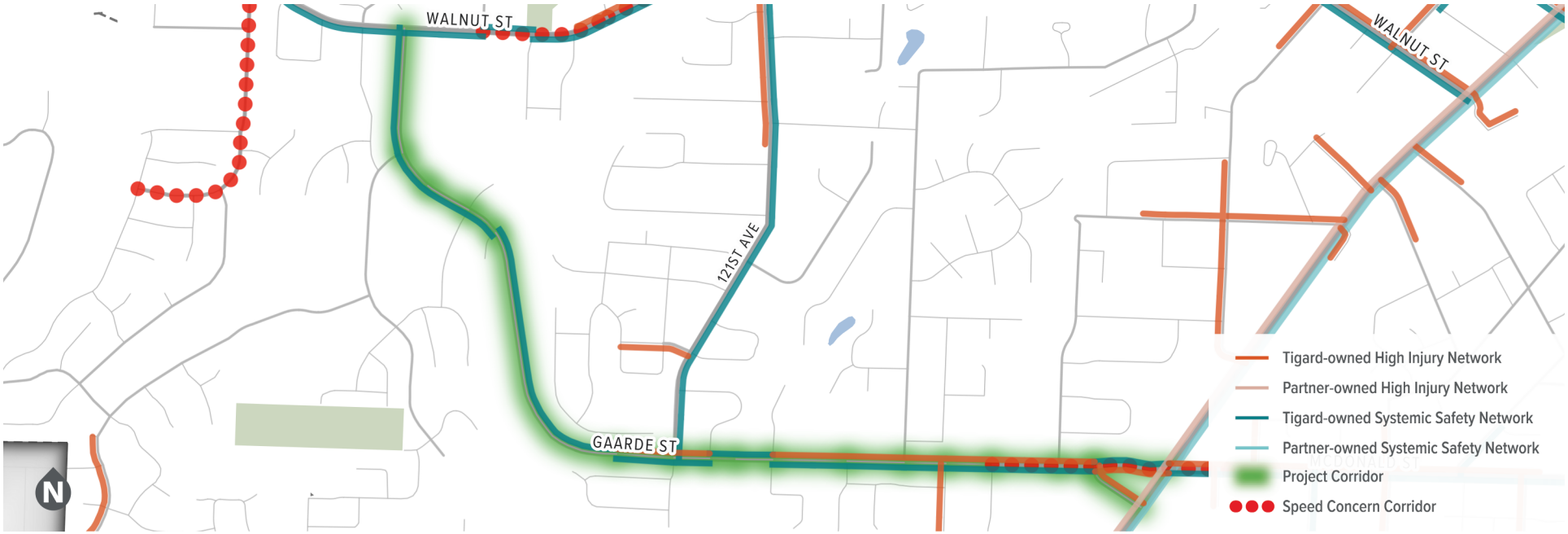
13 MINOR INJURY

28 POSSIBLE INJURY

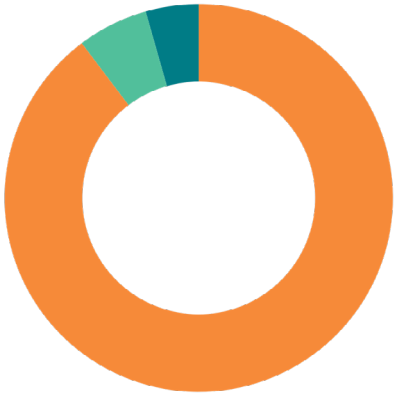
25 NO INJURY

13 SW Gaarde Street

FROM 99W TO WALNUT ST



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

FROM 99W TO WALNUT ST

#
NUMBER OF DAYTIME INJURY CRASHES

(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

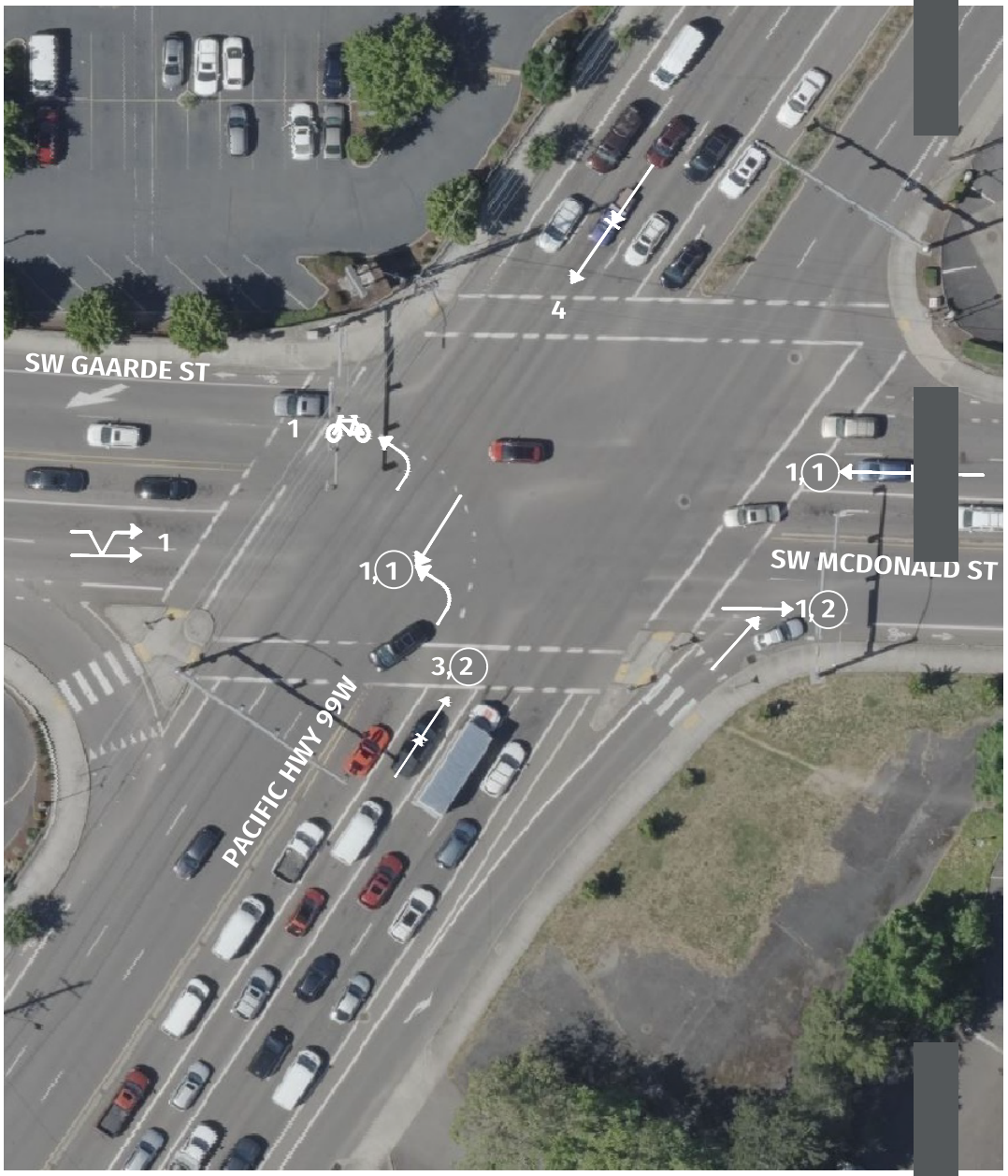
TYPE OF CRASH

- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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







13 SW Gaarde Street

FROM 99W TO WALNUT ST



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

14 SW Burnham Street

FROM MAIN ST TO HALL BLVD



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

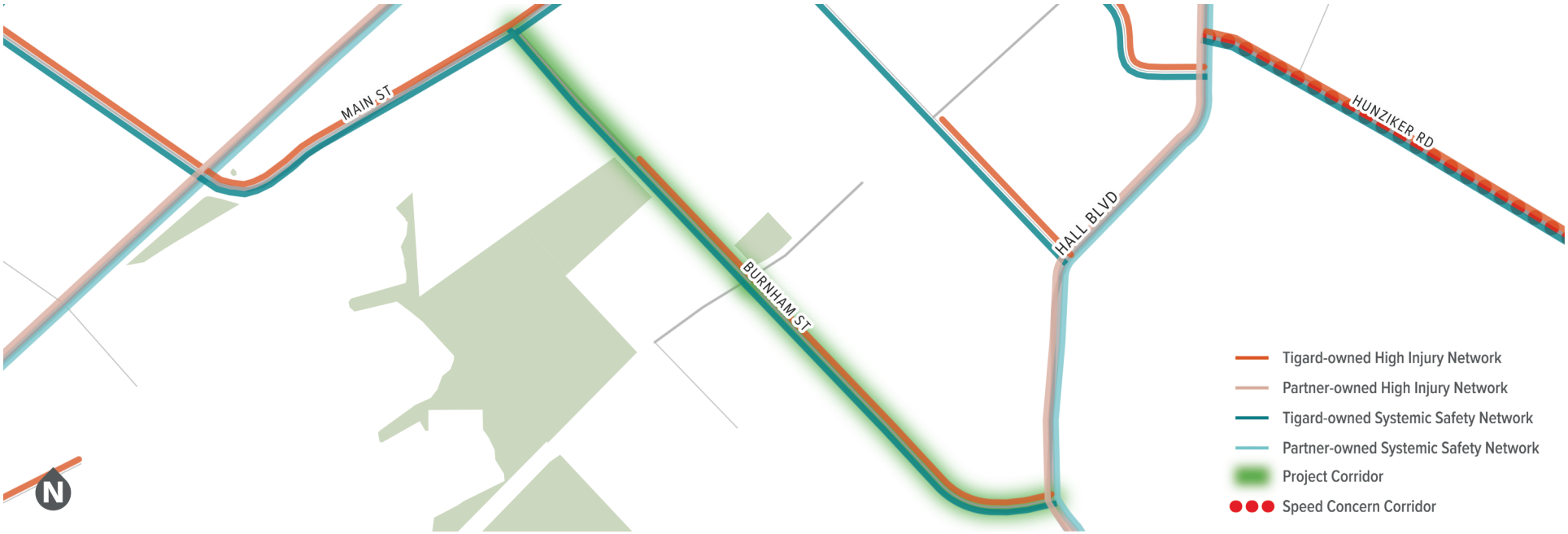
1 MINOR INJURY

2 POSSI INJUR

3 NO INJURY

14 SW Burnham Street

FROM MAIN ST TO HALL BLVD



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

FROM MAIN ST TO HALL BLVD

#
NUMBER OF DAYTIME INJURY CRASHES

(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

TYPE OF CRASH

- **MOVING VEHICLE**
- **PEDESTRIAN**
- **BICYCLE**
- **FIXED OBJECT**
- **HEAD ON**
- **REAR END**
- **ANGLE**
- **TURNING MOVEMENT**
- **SIDESWIPE**
- **OUT OF CONTROL**

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



14 SW Burnham Street

FROM MAIN ST TO HALL BLVD



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

FROM BENCHVIEW TERRACE TO 99W



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 POSSI INJUR

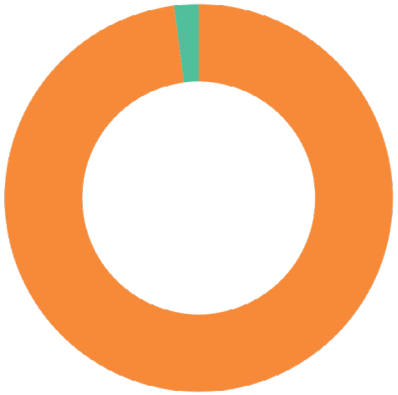
19 NO INJURY

15 SW Bull Mountain Road

FROM BENCHVIEW TERRACE TO 99W



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

PARTIAL SIDEWALK

15 SW Bull Mountain Road

FROM BENCHVIEW TERRACE TO 99W

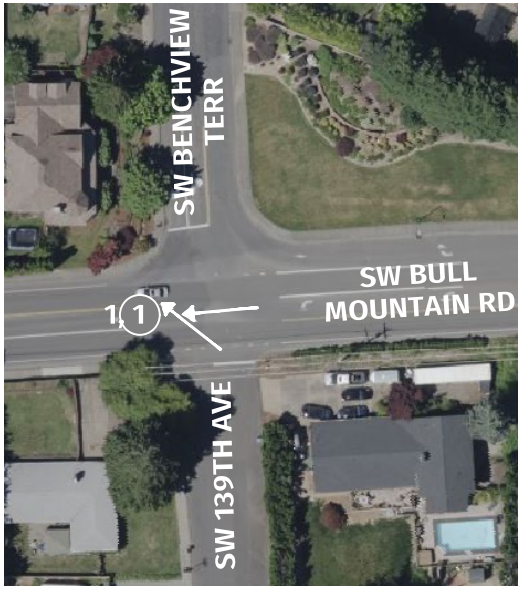
#
NUMBER OF DAYTIME INJURY CRASHES

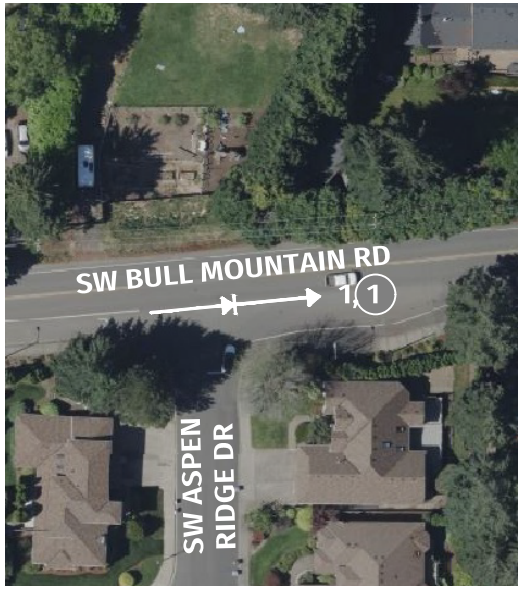
(#)
NUMBER OF TWILIGHT/ NIGHTTIME INJURY CRASHES

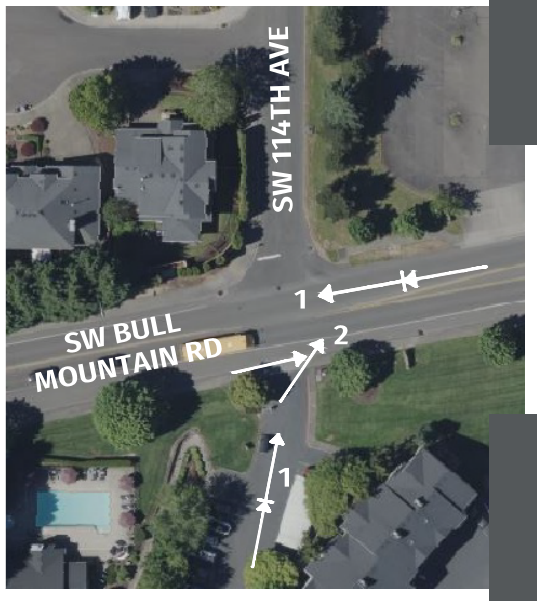
TYPE OF CRASH

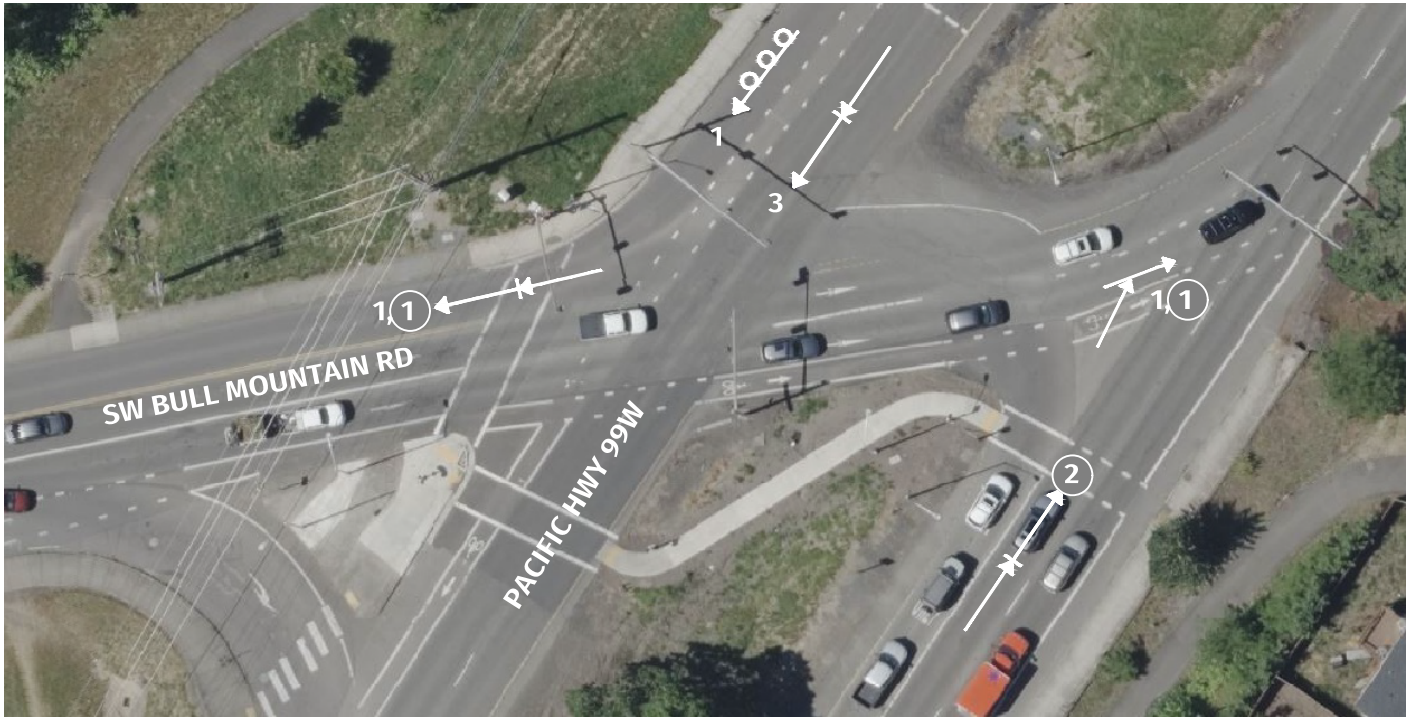
- MOVING VEHICLE
- PEDESTRIAN
- BICYCLE
- FIXED OBJECT
- HEAD ON
- REAR END
- ANGLE
- TURNING MOVEMENT
- SIDESWIPE
- OUT OF CONTROL

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









15 SW Bull Mountain Road

FROM BENCHVIEW TERRACE TO 99W



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)

FROM 99W TO 217 RAMP



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

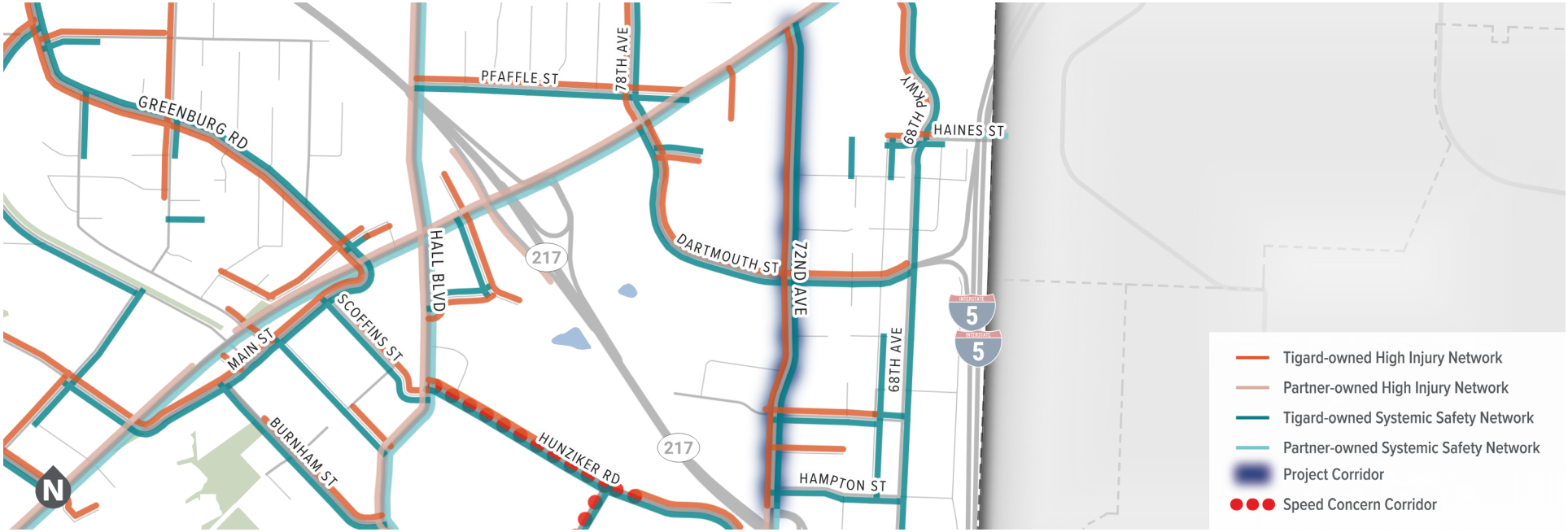
12 MINOR INJURY

15 POSSIBLE INJURY

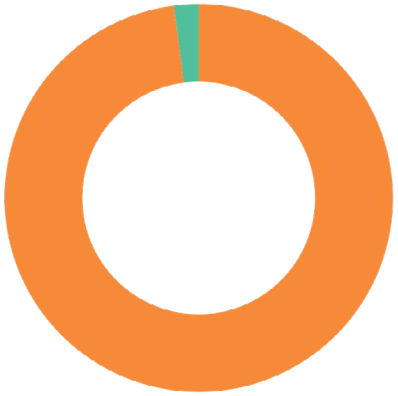
20 NO INJURY

16 SW 72nd Avenue (North Segment)

FROM 99W TO 217 RAMP



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



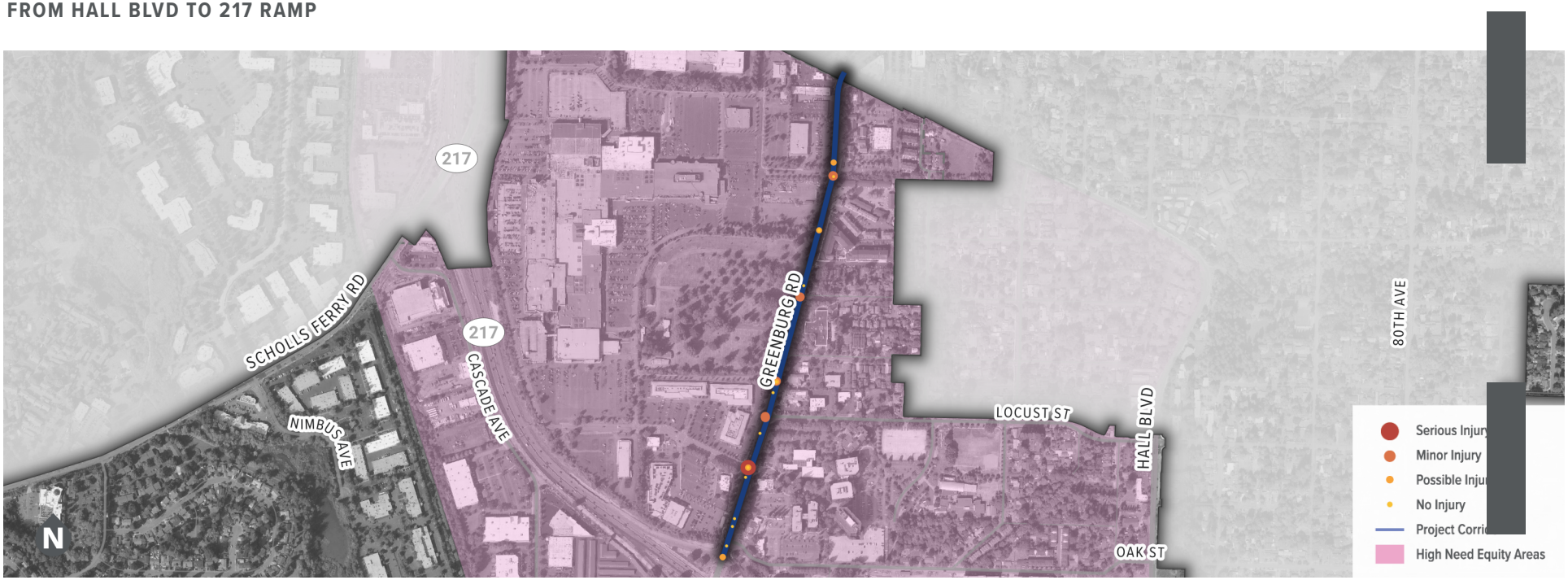
NO BIKE LANE



SIDEWALK PRESENT

17 SW Greenburg Road (North Segment)

FROM HALL BLVD TO 217 RAMP



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

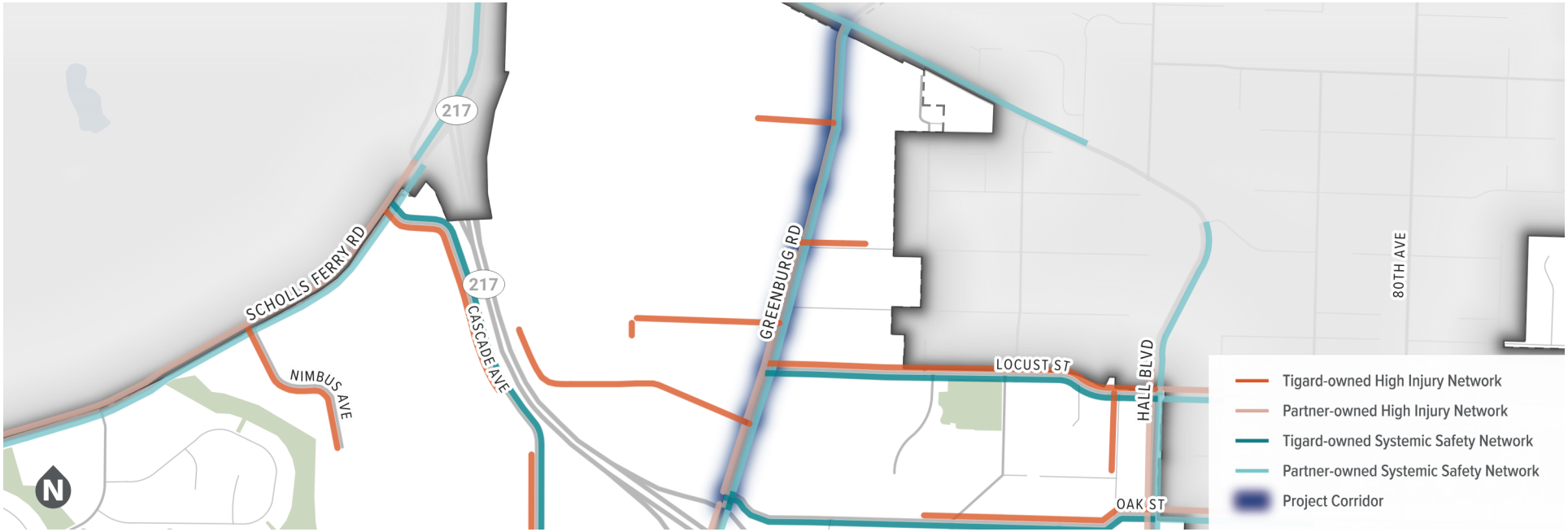
7 MINOR INJURY

17 POSSI INJUR

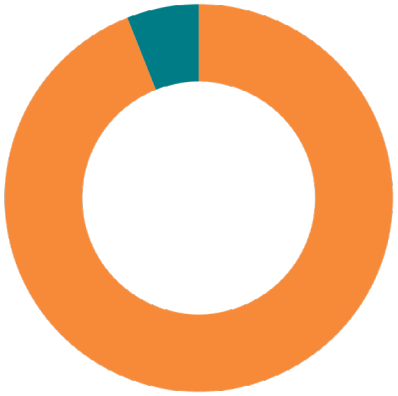
25 NO INJURY

17 SW Greenburg Road (North Segment)

FROM HALL BLVD TO 217 RAMP



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)

FROM LOCUST ST TO 99W



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

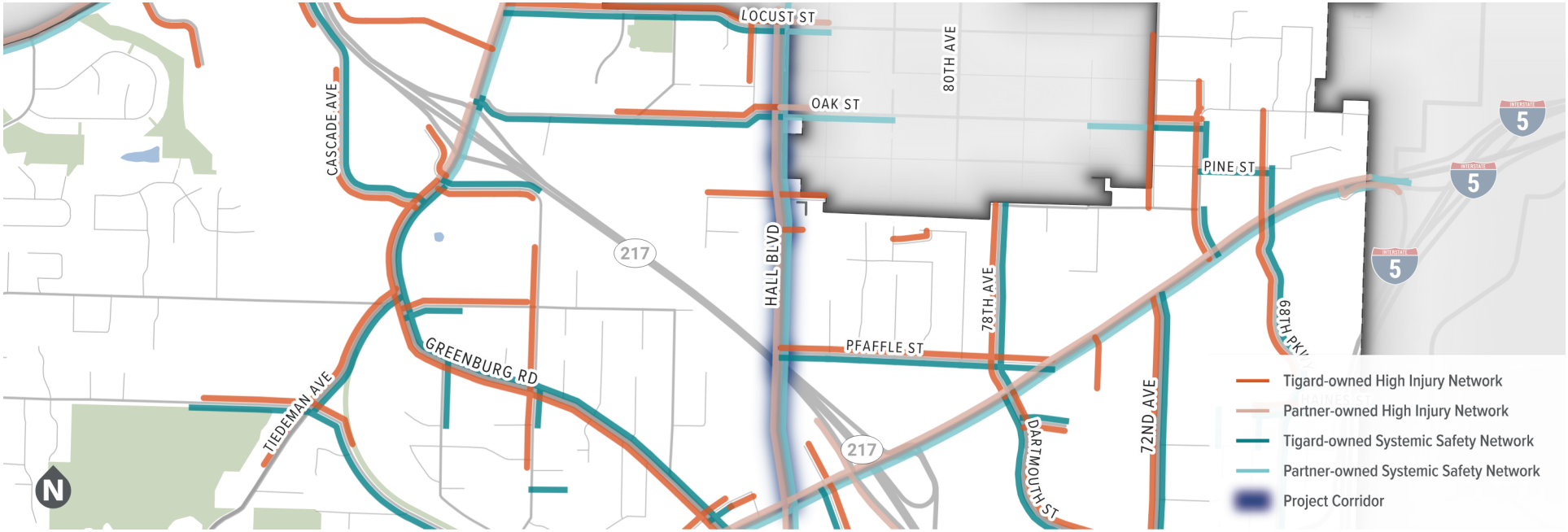
20 MINOR INJURY

25 POSSI INJUR

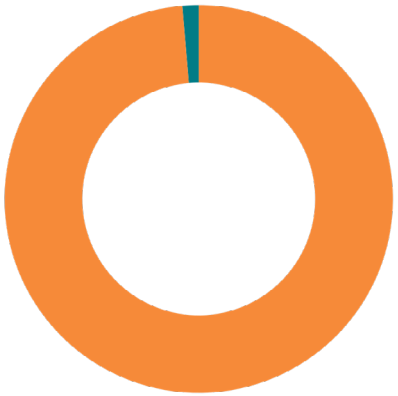
27 NO INJURY

18 SW Hall Boulevard (North Segment)

FROM LOCUST ST TO 99W



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)

FROM 99W TO COMMERCIAL ST



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

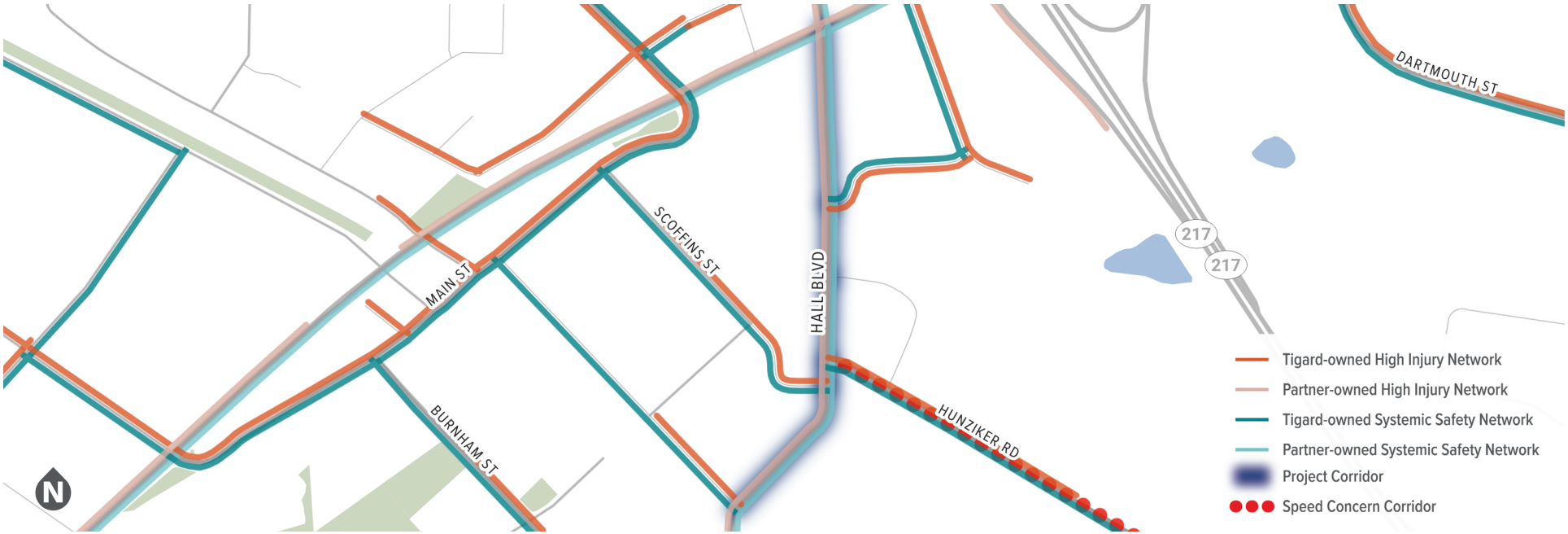
5 MINOR INJURY

27 POSSI INJUR

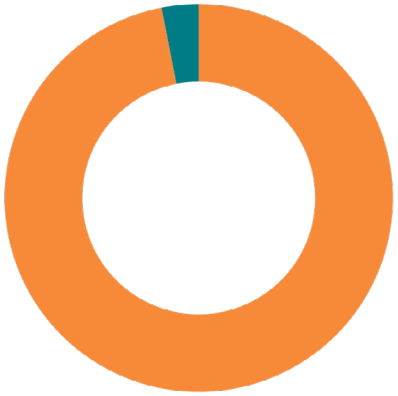
31 NO INJURY

19 SW Hall Boulevard (Central A Segment)

FROM 99W TO COMMERCIAL ST



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)

FROM COMMERCIAL ST TO OMARA ST



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)

FROM COMMERCIAL ST TO OMARA ST



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)

FROM OMARA ST TO DURHAM RD



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

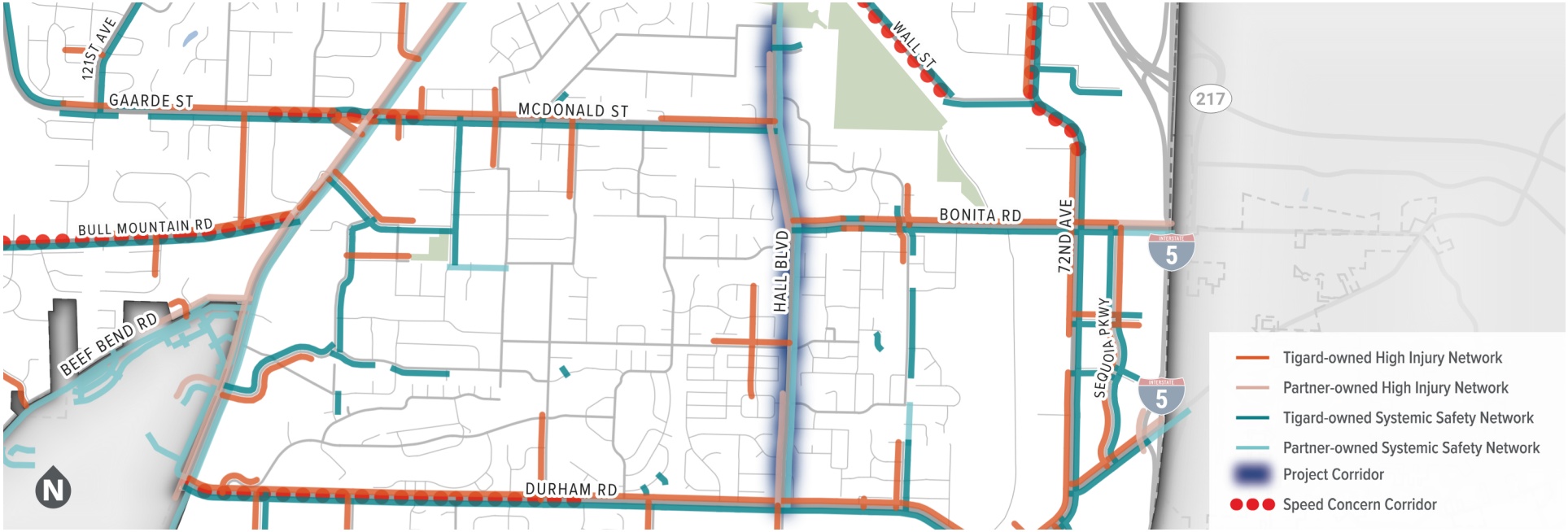
16 MINOR INJURY

16 POSSI INJUR

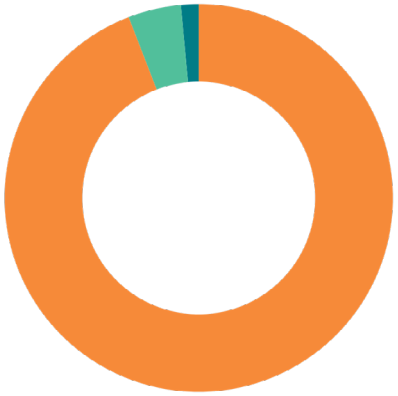
32 NO INJURY

21 SW Hall Boulevard (South Segment)

FROM OMARA ST TO DURHAM RD



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

FROM 99W TO HALL BLVD



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 POSSI INJUR

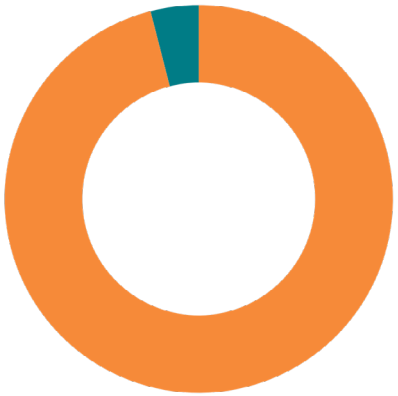
9 NO INJURY

22 SW McDonald Street

FROM 99W TO HALL BLVD



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

FROM GREENBURG RD TO WALNUT ST



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

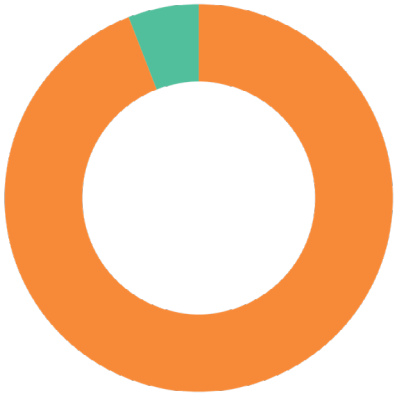
9 NO INJURY

23 SW Tiedeman Avenue

FROM GREENBURG RD TO WALNUT ST



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

FROM BONITA RD TO DURHAM RD



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 POSSI INJUR

1 NO INJURY

24 SW 79th Avenue

FROM BONITA RD TO DURHAM RD



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

Appendix

B

Speed Management Toolkit

The Tigard Speed Management Strategy Selection Guide provides a broad range of safety strategies including engineering, encouragement, enforcement, and education that can be implemented on arterial and collector roadways (not neighborhood streets) to reduce vehicle speeds. This document provides a background on the importance of safe speeds, the best practices for selecting the appropriate strategies, and a list of other efforts that can be implemented to encourage a culture of safe driving in Tigard.

The strategies presented in this document should be considered for implementation at the high-priority locations identified in the Tigard Transportation Safety Action Plan (TSAP) in order to address or prevent fatal and serious injury crashes related to speeding.

Background

The Importance of Safe Speeds

Safer Speeds is a fundamental element of the Safe System Approach and will play a key role in achieving the City's vision of zero traffic deaths and serious injuries. The correlation between vehicle speeds and injury outcomes has been well documented in traffic safety literature. Lower speeds reduce both the likelihood of a crash occurring and the severity of outcomes when one does happen.

Achieving Safer Speeds will require changes to design, policy, enforcement, and culture, all of which are included in the toolbox of speed management strategies.

Definitions

Throughout this document, multiple types of "speed" are frequently used, but each have a unique definition. For reference, below is a list of those terms and their definitions that are used in this document.

Posted Speed: The speed displayed on a regulatory sign, indicating the maximum lawful speed for that particular location.

Design Speed: The speed used to determine the geometric design of the roadway, which influences the posted and operating speeds. For existing roadways where the design speed is unknown, the posted speed is often used as a proxy for design speed.

Operating Speed: The speed at which a driver operates a typical vehicle, or a speed at which the overall traffic operates during free flow conditions.

Target Speed: The highest operating speed at which vehicles should ideally operate on a roadway in a specific road context.

Road Context: The designation of a roadway based on the existing land use types, building density, set back of buildings, and volume and types of users of the roadway.

Speed-Related Laws in Oregon

Basic Rule (ORS 811.100)

Oregon uses a "basic speed rule," which states that drivers must operate their vehicles at a speed that is reasonable and prudent under the existing conditions. This applies regardless of the posted speed limit.

Statutory Speed Limits (ORS 811.105 & ORS 811.111)

Oregon has default speed limits that apply when no other limits are posted. These speeds are also evidence of a violation of the "basic speed rule".

- 15 mph in alleys or narrow residential roadways
- 20 mph in school zones and business districts
- 25 mph in residential areas and public parks
- 65 mph on interstate highways and for specific motor vehicles along select sections of interstate highways
- 70 mph for passenger vehicles on select sections of interstate highways
- 55 mph on all other highways

Speed Limit Setting in Oregon (ORS 810.180)

Speed limits that differ from the statutory speed limit of a roadway are known as designated speed limits. ORS 810.180 gives ODOT primary authority to designate speed limits on all public roadways when different than the statutory speed. In order to post a designated speed limit, ODOT must complete an engineering investigation and obtain approval from the state traffic roadway engineer. Engineers base their investigation on national standards, in addition to requirements called out in Oregon law. The investigation includes a full review of roadway characteristics, and include consideration for:

- Context to the roadway, as defined in OARs
- Federal functional classification
- Crash history
- Roadside culture and density
- Traffic volumes
- Roadway alignment, width and surface
- Motor vehicle speeds.

In 2021, House Bill 3055 amended ORS 810.180, adding a new subsection that allows ODOT the ability to delegate its authority of speed limit setting to any incorporated city or the counties of Multnomah, Marion, and Clackamas upon their request.[1] This request can be made for specific roadways or for all

1 ORS 810.180 (5)(g)

BACKGROUND
BACKGROUND

low volume or unpaved roads under the jurisdiction of the requesting agency. Additionally, a city may establish by ordinance a designated speed for a highway under the jurisdiction of the city that is five miles per hour lower than the statutory speed if the highway is located in a residence district and is not an arterial highway without state approval.[2]

Automated Speed Enforcement in Oregon (ORS 810.434 and ORS 810.437)

Automated speed enforcement is legal in Oregon, but its use is limited and subject to strict regulations.

Allowed Locations:

- School zones
- Work zones
- Streets within cities

Regulations:

- Only cities with populations over 50,000 may operate fixed photo radar systems
- Photo radar vans may be used more widely with restrictions
- Signs must notify drivers that photo radar is in use
- Violations are treated like parking tickets (civil infractions)

Determining Target Speed Limits

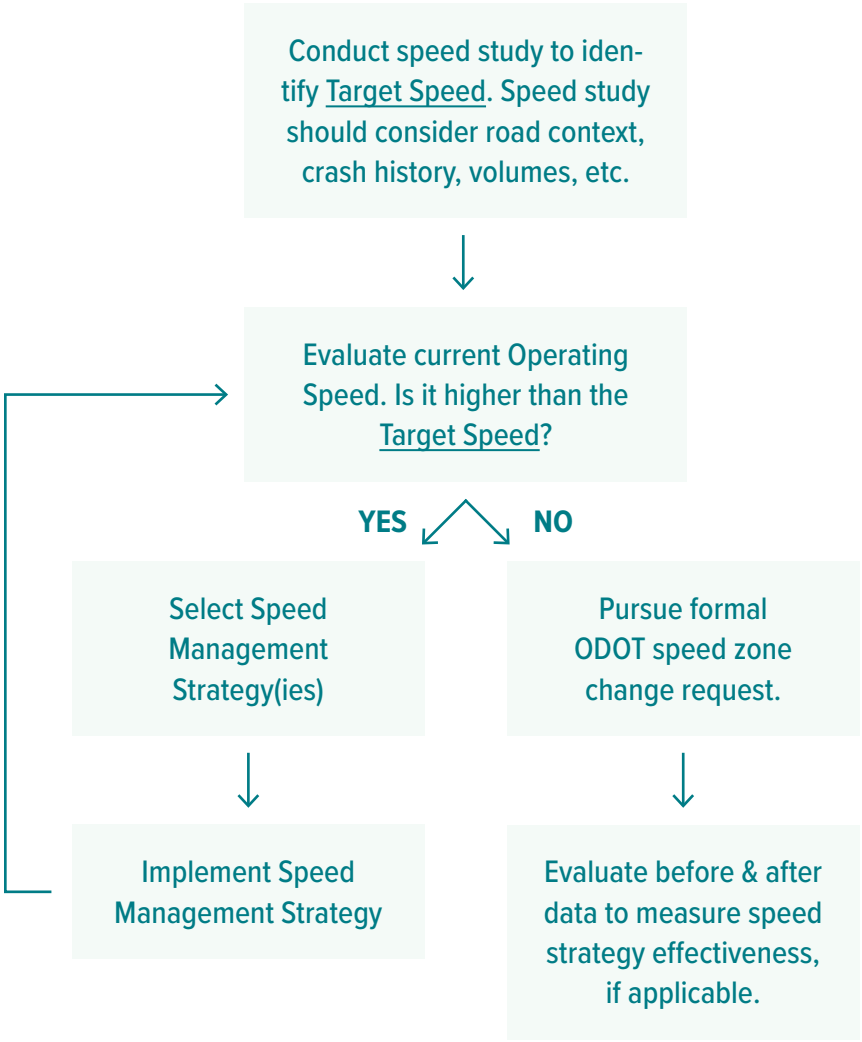
Until recently, posted speed limits were generally set based on the 85th percentile speed or the prevailing speed, as a result of the 1964 publication of Solomon's Curve. This methodology, however, was one-dimensional and did not consider non-motorized vehicles, roadway characteristics, or crash history. More recently, speed limit setting tools like the USLIMITS2 and NCHRP Report 966 worksheet have been developed to consider the context of the roadway and take into account road classification, vehicle volumes, cross section elements, crash history, and pedestrian/bicycle facilities and level of activity. While these tools are becoming more accepted across the United States to identify the appropriate speed limits for roadways, the speed limit setting policy in Oregon is still heavily based on 85th percentile speeds.

2 ORS 810.180 (10)

The City of Tigard should consider developing a process for determining the appropriate speed limits on city roadways using tools, such as USLIMITS2 or NCHRP Report 966, and depending on the results, apply for formal speed limit changes.

The flow chart below shows the recommended process for formally changing the posted speed limit on a city roadway. The first step is to conduct a speed study to identify the desired target speed. From there, an evaluation of the current operating speed is the next step. If the current operating speed is higher than the target speed, speed management strategies should be explored instead of speed limit changes.

FIGURE 1 Speed Management Process Flow Chart



Speed Management Strategies

Selecting and Implementing Strategies

The following toolbox and matrix contains a list of strategies that can be implemented on City collectors and arterials to effectively reduce operating speeds. The strategies have varying documented measures of effectiveness but, when applied in the appropriate way, have generally been proven to reduce operating speeds by 5 mph to 10 mph and/or may reduce crashes by up to 30%. Strategies should be selected based on the street classification, current operating speed, and target speed. Some strategies are appropriate for arterials but not for collectors based on the road context and users. When selecting strategies, consider the following:

- Road context and street classification
- Community vision
- Access management
- Gap between the current operating speed and the target speed
- Accommodating transit buses, fire trucks, school buses, and snow plows
- Designated emergency services routes
- Cost to implement
- Right-of-way and private property impacts

In cases where there is a large differential between the target speed of a roadway and the operating speed, the use of incremental speed reductions is recommended in the interim. If the City is seeking a 15 mph reduction of a posted speed, a full reconstruction of the roadway or road diet is likely necessary to achieve the roadway geometry needed to impose a lower operating speed. However, in the interim, strategies from the toolbox can be implemented to incrementally reduce speeds by 5 mph.

When implementing a speed management strategy, it is important to collect before and after data (number/type of crashes, operating speeds, etc.) to measure the effectiveness of an implemented strategy. Typically, before-and-after studies evaluating crash reduction should consider three years of data before and after installation. Evaluations of speed reduction can be completed with as little as a few days of speed data in the before and after periods. For speed studies, it is important that the “after” data be collected at least six months after the treatment is implemented to avoid capturing the “novelty effect” where drivers temporarily adjust their behavior but return to previous habits once they are accustomed to the changes.

Strategies Toolbox

Below is a toolbox of speed management strategies, organized by category: Engineering, Enforcement, and Education. A combination of strategies from the different categories can be more effective than a strategy from a single category since multiple objectives of the Safe System Approach are being addressed (e.g., safer roads, safer people, and safer speeds).

TABLE 1 Speed Management Strategies by type

Engineering Strategies			Enforcement Strategies	Education Strategies
Horizontal Deflection*	**Vertical Deflection***	**Visual**		
Chicane	Pavement Texture	Choker†	Increased Enforcement	Public Awareness Campaigns
Curb Extension	Raised Crosswalk or Intersection	Lane Striping	Portable Speed Trailer	
Diverters	Speed Hump	Pavement Markings	Radar Speed Data Collection	
Intersection Realignment	Speed Cushion	Signage	Red Light Camera/ Speeding Enforcement Camera	
Median		Speed Feedback Signs		
Narrow Lanes		Street Trees		
Parking On-Street		Terminated Vista‡		
Roundabouts or Mini-Roundabouts				
Traffic Circle				

* Deflection refers to changes in the road geometry that influence driver behavior and awareness.

† A choker is a type of traffic calming treatment designed to reduce vehicle speeds and improve safety for pedestrians by narrowing the width of the travel lane.

‡ A terminated vista is a visual and geometric design treatment used to influence driver behavior and improve the character and safety of a street. By intentionally adding a prominent feature (such as a traffic circle or landscaped area) instead of allowing a long, uninterrupted, straight view down the corridor, it gives drivers cues to slow down and to pay attention on the road.

A table showing a detailed description of each strategy, its documented measure of effectiveness, which road type (collector or arterial) it can be implemented, and other considerations are provided in detail on page 11.

Speed Reduction Matrix

The matrix below provides a list of all of the strategies that can be implemented to achieve a specific reduction in operating speed on arterials and collectors (e.g., What strategies can be considered to reduce the operating speed on a collector with a current operating speed of 45 mph and a target operating speed of 40 mph?). The matrix is limited to strategies with proven effectiveness in national research and best practices.

Strategies are generally presented in order of speed reduction potential, from left to right, with horizontal and vertical deflection treatments providing greater speed reduction than enforcement and education strategies. Speed management strategies should be implemented in phases to achieve a speed reduction of more than 5 mph. For example, if the City has an Arterial where the operating speed is currently 40 mph, but the target speed is 30 mph, curb extensions may be installed along the corridor to attempt to bring the operating speed down to the target speed of 30 mph. If the operating speed is only reduced to 35 mph, then pavement texture and speed feedback signs could be implemented to further reduce operating speeds.

TABLE 2 Speed Reduction Matrix

Street Classification	Operating Speed	Target Speed	ENGINEERING-HORIZONTAL	Chicane	Curb Extension	Diverters	Intersection Realignments	Median	Narrow Lanes	Parking On-street	Roundabouts (or Mini)	Traffic Circle	ENGINEERING-VERTICAL	Pavement Texture	Raised Crosswalk/Intersection	Speed Bump	Speed Cushion	ENGINEERING-VISUAL	Chokers	Lane Striping	Pavement Markings	Street Trees	Speed Feedback Signs	Signage	Terminated Vista
Collectors	45	40			X	X		X			X			X						X	X	X	X	X	X
	40	35		X	X	X		X		X	X	X		X						X	X	X	X	X	X
	35	30		X	X	X		X	X	X	X	X		X					X	X	X	X	X	X	X
	30	25		X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X
Arterials	45	40			X			X			X			X						X	X	X	X	X	X
	40	35			X			X			X			X						X	X	X	X	X	X
	35	30			X			X	X		X			X					X	X	X	X	X	X	X
	30	25			X		X	X	X		X			X					X	X	X	X	X	X	X

To achieve maximum effectiveness, all engineering treatments should be paired with enforcement and education strategies.

SPEED MANAGEMENT STRATEGIES
SPEED MANAGEMENT STRATEGIES

Encouraging a Culture of Safety

Below is a list of additional efforts that can be implemented to create a culture of safe driving and encourage safer speeds. These suggestions are supplemental to the speed management strategies that are primarily discussed in this document and are not directly tied to the reduction of vehicle speeds, but may assist in creating a safer environment citywide.

- Video, radio, print and online advertising, featuring local business and community leaders or local statistics such as, “91% of Tigard adults wear a seatbelt every time they ride in a car. How about you?”
- Using city fleet vehicles to advertise safety messages
- Limiting speeds on city fleet vehicles
- Presentations and booklets for workplaces to establish safe driving policies
- Collaboration with high school youth councils to teach and encourage safe driving behaviors
- Engagement cards to help adults start a discussion with someone about safe driving behaviors
- City webpage containing dedicated safe driving content/education materials

Strategy	Category	Description	Road Type Application	Effectiveness	Key Design Parameters & Considerations
Public Awareness Campaign	Education	Flyer distribution, newsletters, and yard signs to educate neighbors or visiting drivers about local safety concerns	Collector, Arterial	• Not measured	• None
Increased Enforcement	Enforcement	Police issuing tickets to vehicles violating speed zones	Collector, Arterial	• Not measured	• Depends on law enforcement availability
Portable Speed Trailer	Enforcement	Trailer equipped with a radar unit placed by City of Salem PD which detects and displays the speed of passing vehicles on a digital reader board	Collector, Arterial	• Not measured	• Place in locations where it will not block pedestrian or bicycle travel
Radar Speed Data Collection	Enforcement	Handheld radar gun provided by City to public to gather speed data	Collector, Arterial	• Not measured	• None
Red Light Camera/Speeding Enforcement Camera	Enforcement	Cameras to enforce speeding at red light cameras locations. Must adhere to ORS 810.437 and ORS 810.434.	Collector & Arterial	• NSHTA: 20%-25% reduction of injury crashes	• Refer to ORS 810.434 for the operation and limitations to operating Red Light & Speed Enforcement Cameras
Chicane	Engineering-Horizontal Deflection	Channelization or curb extension that realigns the straight path of a street	Collector	• FHWA: limited effect on speed	• Best for speed limits 35 mph or less • Consider impacts to parking and driveways
Curb extension	Engineering-Horizontal Deflection	Extending the curb toward the center of the street to narrow the roadway	Collector, Arterial	• ODOT CRF: 30% • No quantitative speed data available	• Must not extend into bicycle lanes • Often require extensive storm drainage modifi tions, impacting cost
Diverters	Engineering-Horizontal Deflection	Channelization or islands that restrict movements at an intersection; typically allows right turns and prohibits through traffic	Collector	• ITE: no speed reduction, improved bicycle and pedestrian safety	• Not appropriate for transit or emergency routes
Intersection realignments	Engineering-Horizontal Deflection	Skews a standard 3 or 4 leg intersection to deflect traffic	Collector	• ITE: speed reductions between 5 and 13 mph within intersection limits	• Most applicable at T-intersections (3 leg) • Not appropriate for roads >25mph • Can be used along emergency routes
Median	Engineering-Horizontal Deflection	Raised islands placed in the center of a roadway to separate opposing traffic and narrow the roadway	Collector, Arterial	• ODOT CRF: 30% • No quantitative speed data available	• Consider neighborhood, business, and emergency access • Consider large vehicles and turning radii • Consider parking and driveway impacts • Provides pedestrian safety improvements by allowing peds to cross one travel direction at a time
Narrow Lanes	Engineering-Horizontal Deflection	11-foot or 10-foot lanes. To maximize effectiveness, lane narrowing should be used in conjunction with other low speed strategies (e.g., introduction of parking, creation of a median, beginning a chicane).	Collector	• NACTO: Speeds are predicted to decrease by 9.4 mph for every 3.3 feet of lane width decrease	• Will not reduce speeds on arterials based on research. • Consider large vehicles (school buses and transit buses) • Consider emergency access routes
Parking on-street	Engineering-Horizontal Deflection	Allowing car parking on both sides to narrow the roadway.	Collector	• Not measured. Presence of bicycle lanes adjacent to on-street parking may lessen the speed reduction of the parking.	• More appropriate in urban/suburban settings • Cannot be used at or near transit stops • Consider best practices near intersections; for example, should not be considered near round abouts or within 50 feet of a traffic control dev • Improves pedestrian safety (buffer between sidewalk and road), but may impair visibility of pedestrians for drivers

Strategy	Category	Description	Road Type Application	Effectiveness	Key Design Parameters & Considerations
Roundabouts or Mini-Roundabouts	Engineering-Horizontal Deflection	Single-lane roundabouts. Mini-roundabouts may be appropriate in contexts where operating speeds of 25 mph or less are desired.	Collector & Arterial	• IIHS: Reductions of injury crashes of 72%-80% and reductions in all crashes of 35%-47%. • Effective at reducing vehicles speeds to 25 mph within the immediate vicinity of the round-about. Circulating speeds within the roundabout are between 15-20 mph in urban areas.	• Consider accommodations for road users with vision disabilities using the crosswalks • Consider turning radii for large trucks and buses • May require significant right-of-way
Traffic Circle	Engineering-Horizontal Deflection	A round island in the middle of an intersection	Collector	• ITE: slight speed reduction, no volume reduction	• Best for speed limits <=35mph • Must be controlled by YIELD signs on all approaches • If intersection is already stop-controlled, requires restriping and re-signing • Consider large vehicles and turning radii
Pavement Texture	Engineering-Vertical Deflection	Creates pavement roughness by installing reflective buttons or colored concrete with patterns; may be used as a centerline delineator on curves or a delineator between pedestrian paths and travel lanes	Collector, Arterial	• Not measured	• Consider striping maintenance and snowplow access • Consider noise impacts
Raised intersection	Engineering-Vertical Deflection	The center area of an intersection, including the pedestrian crossing area on each leg, is raised approximately 6 inches in height to be flush with the curb and sidewalk	Collector	• Reduction of 1 to 5 mph of 85th percentile speeds • highways.dot.gov/safety/speed-management/engineering-speed-management-countermeasures	• Only use at intersections with all-way stop or signal control • Only use on streets 30 mph or less • Must meet ADA guidelines for pedestrian use • May require special design considerations for stormwater drainage, utilities, and environmental constraints
Raised crosswalk	Engineering-Vertical Deflection	A raised area of roadway pavement, typically 10-12 feet wide and 3-6 inches in height with a marked crosswalk on top, typically located at a mid-block location	Collector	• ODOT CRF: 30% • FHWA: dramatic speed reduction, • volume reduction by 20%	• Only use on streets 25 mph or less • Use where speed control at ped crossings is desired (school zones or near parks) • Must meet ADA guidelines for pedestrian use
Speed bump	Engineering-Vertical Deflection	A raised and rounded area of roadway pavement approximately 3 inches in height that causes a vehicle to produce a rocking motion. Material may be substituted for rubber.	Collector	• ODOT CRF: 50% • FHWA: volume reduction by 20% • ITE: 20% speed reduction, • 13% crash rate reduction	• Not appropriate for emergency routes, roads posted 30 mph or more, or grades greater than 8 percent • Asphalt bumps may last longer than rubber bumps • Rubber bumps may be cheaper than asphalt bumps
Speed cushion	Engineering-Vertical Deflection	Similar to speed bumps, but includes gaps to allow for the expedient passing of emergency vehicles	Collector	• FHWA: speed reduction by 25% with little effect to emergency vehicles	• Can be used on emergency routes • Do not use on snow routes • Not appropriate for roads 30 mph or more or grades greater than 8 percent

Strategy	Category	Description	Road Type Application	Effectiveness	Key Design Parameters & Considerations
Choker	Engineering-Visual	Use of curb lines, landscaped curb-side islands, or pedestrian extensions to narrow the roadway	Collector	• Reduction of 1 to 4 mph of 85th percentile speeds • highways.dot.gov/safety/speed-management/engineering-speed-management-countermeasures	• Only at midblock locations (at intersections is called curb extension) • Consider visibility by adding lighting, striping, or reflectors • Can eliminate on-street parking • Difficult to place when many driveways are present • Consider impacts to routes with high bicycle activity
Lane Striping	Engineering-Visual	Delineates parking areas, travel lanes, bike lanes, walking areas. Can be used to narrow travel lanes in an effort to reduce vehicle speeds	Collector, Arterial	• Not measured	• -Consider long term maintenance
Pavement Markings	Engineering-Visual	Posted speed markings placed directly on the pavement adjacent to posted speed signs, reinforce a change in posted speed.	Collector, Arterial	• Not measured	• -Consider long term maintenance
Signage	Engineering-Visual	Communicates with roadway users to regulate speeds and warn about upcoming speed reduction zones	Collector, Arterial	• Not measured	• Consider quantity of existing nearby signage to avoid “sign pollution” • Signs that **will not** be considered: "SLOW CHILDREN AT PLAY”, “SPEED LIMIT 15 MPH”
Speed Feedback Signs	Engineering-Visual	Directs a driver’s attention to the posted speed limit and digitally displays the vehicle's speed on a message board	Collector, Arterial	• ODOT CRF: 10% • No quantitative speed • or volume data available	• Note that speed reductions are only maintaine through short distances • Appropriate near intersections or where sight distance is restricted
Street Trees	Engineering-Visual	Plant street trees to help visually narrow the roadway.	Collector, Arterial	• Not measured	• -Should be planted close to the roadway to create an enclosure effect. • Should be used in combination with other strategies.
Terminated Vista	Engineering-Visual	The terminated vista creates enclosure by providing an enclosed (terminated) view ahead (vista), indicating a street segment does not extend indefinitely. The terminated vista places a building, tree, artwork, or natural view in the driver’s central vision to indicate that a stop or change of direction is imminent.	Collector, Arterial	• Not measured	• Roundabouts with center decorations or vegetation can be used as a terminated vista. • Can be created at "T" intersections, median spliter islands, and off-site block configurations.

AIS-5996 **6.**

Business Meeting

Meeting Date: 11/04/2025

Length (in minutes): 20 Minutes

Agenda Title: Housing Work Plan Update

Authored By: Trinity Miller

Presented By: Housing Planner Miller

Item Type: Update, Discussion, Direct Staff

Information

EXPLANATION OF ISSUE

This briefing expands on information provided to City Council during their September 16, 2025, meeting and provides an overview of the proposed housing work program.

Staff request Council's feedback on the proposed direction of this work.

ACTION REQUESTED

No formal Council action is requested, but feedback on the Work Program is welcome. Staff would like the Council to share their thoughts on the following questions:

- Does Council concur with the team's recommended priority levels to advance Goal 1?
- Does Council concur with the Housing Production Strategy as the appropriate venue to consider future housing actions?

This agenda item will help prepare Council for future actions.

BACKGROUND INFORMATION

This briefing expands on information provided to Council at a briefing in September and identifies the 2026 proposed work plan for the new Housing Planner. Elements of the plan are organized into required, existing, or in-progress initiatives. Additional information is provided for programs that are not currently planned, or exist in a paused or pending status. These programs could be considered in the city's Housing Production Strategy next year.

The first year of the Housing Work Plan will focus on required components of a plan and allow the city to position itself towards determining its capacity to take on additional programs in following years. The Housing Planner position will be tasked with several time-intensive projects and programs in 2026. These include the development of both a Housing Capacity Analysis and a Housing Production Strategy, which together, will serve as the roadmap for Tigard's housing policy and implementation work.

Dates of Previous and Potential Future Considerations

October 21, 2025 - Council Goal Update
September 16, 2025 - Housing Work Plan Update

City Council can expect to receive updates on existing programs as well as progress reports on the Housing Capacity Analysis and Housing Production Strategy, as well as continued updates on Council Goal 1 on Housing Opportunity.

Public Involvement
There will be substantial public involvement in housing policy development, including the Housing Capacity Analysis and Housing Production Strategy.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
Tigard City Council Goal 1: "Create housing opportunities for current and future residents."
Comprehensive Plan Goal 10: "Provide opportunities to develop a variety of housing types that meet the needs, preferences, and financial capabilities of Tigard's present and future residents."

ALTERNATIVES & RECOMMENDATION

Council could request alternative approaches to advance Goal 1.

ADDITIONAL RESOURCES

N/A

Attachments

Housing Work Plan Memo

Presentation

City of Tigard
MEMORANDUM

13125 SW Hall Boulevard, Tigard, Oregon 97223 • www.tigard-or.gov

To: City Council

From: Trinity Miller, Housing Planner

Schuyler Warren, Assistant Community Development Director

Re: Housing Work Plan Update

Date: October 15, 2025

The purpose of this memorandum is to respond to a City Council request for additional information about Community Development's proposed Housing Work Plan related to Council Goal 1. This memo expands on the information provided to Council at a briefing on September 16, 2025 and provides an overview of the proposed housing work program. The current Affordable Housing Plan helps to guide the prioritization of the Work Plan strategies.

In development of this Work Plan, the project team identified the existing or required work that will need to be completed. The first year of the Housing Work Plan will focus on these tasks and allow the City to position itself towards determining the capacity to take on additional programs in the following years. Elements of the Work Plan are organized into components below based on whether they are required, existing, or in-progress / on-going initiatives. Additional information is provided on programs that are not currently planned, or in a Pause or Pending status. The project team will return to Council on November 4, to request direction on the priority and proposed sequence of these programs. The attached Housing Work Plan Priority table summarizes estimated staffing, funding needs, and timeline.

Summary of Council Involvement

The Community Development team will return to City Council on November 4, 2025, to request direction on Work Plan priorities described here.

Depending on this direction, City Council can expect to receive the following updates as well as requests for Plan, Code, or strategy adoption, as appropriate:

- Housing Capacity Analysis and Housing Production Strategy, and associated Comprehensive Plan amendments
- Text Amendments to the Development Code to be compliant with legislative changes
- Property tax exemption for non-profit, low-income housing properties (comes to Council annually in March).
- Confirming participation as a CDBG joint entitlement agency with Washington County in FY 2026 for FY 2027
- Updates on the Affordable Homeownership program

- Tigard HOME and River Terrace 2.0 text amendments, and associated Comprehensive Plan amendments
- Enabling Ordinances for new gap funding resources, such as the MIRL program

Involvement in additional work elements will vary depending on the programs.
Further detail is provided in the subsequent sections.

HOUSING WORK PLAN OVERVIEW

I. Required Components

The Required Components of the Housing Work Plan are focused on compliance with State legislative or administrative actions. The Department of Land Conservation and Development (DLCD) awarded the city two Housing Planning Assistance grants to support some of this work. Housing Planner Trinity Miller will serve as the project manager and lead author for the Housing Capacity Analysis (HCA), Housing Production Strategy (HPS), and State Compliance Text Amendments. The HCA and HPS elements will require outside consultant assistance.

Elements

- **Housing Capacity Analysis (HCA)**: The HCA replaces the formerly required Housing Needs Analysis (HNA) and helps cities determine if there is enough land to meet projected housing needs for the next two decades. If there is a shortfall in housing capacity, cities must either amend its urban growth boundary (UGB), allow more housing development with the existing UGB, or combine both approaches. Cities within the Portland Metro must update their HCA every six years. The HCA compares the Buildable Lands Inventory (BLI) and Development Ready Lands Inventory (DRLI) to the Housing Need Allocation to complete a Residential Land Needs Analysis (RLNA) to determine the "needed housing". The HCA will also identify options for text amendments to the Development Code and Comprehensive plan. The deadline to adopt Tigard's first HCA is December 31, 2027.

- **Housing Production Strategy (HPS)**: The HPS will replace the city's existing Affordable Housing Plan and identifies contextualized housing needs which clearly describes the needed types, characteristics, and locations of housing that cities must plan for during its six-year housing production cycle to mitigate and remedy the identified fair housing issues in furtherance of fair housing choice. The HPS contains specific and meaningful plans, tools, actions and policies to address housing needs identified in the HCA. It also includes an equitable engagement plan as well as a plan for monitoring progress. The HPS must be created within a year of adopting the HCA. The deadline to adopt Tigard's first HPS is December 31, 2028.

- **State Compliance Work**: Several new housing-related bills passed in the 2025 Legislative Session. Text Amendments to the Development Code will be required to comply with legislative changes from, but not limited to, SB 48, SB 974, HB 2138, HB 2258, and HB 3031. Rulemaking is required for many provisions in HB 2138, which will provide further clarity regarding applicability and implementation of new provisions. The implementation

deadline for provisions that do not require rulemaking is July 17, 2025. The implementation deadline for provisions which require rulemaking is January 1, 2027 for middle housing and January 1, 2028 for cottage clusters. Development applications are not subject to HB 2138 prior to the implementation date.

- **Required Housing Reporting**: State law requires cities with a population of 10,000 or more to report regularly to DLCD on several elements of housing planning and production. Reporting to the State is conducted on a semi-annual basis. The required reporting elements focus on surplus lands inventory, production of middle housing, and the city's progress toward meeting its Oregon Housing Needs Analysis (OHNA) targets. During the current 6-year planning cycle, Tigard's OHNA target production is 2,772 total housing units and 1,314 regulated affordable units The production targets will be recalibrated with the Housing Capacity Analysis. Updates to State law and Enterprising Permitting and Licensing have created a more complex system to collect data in a reportable format and will require internal coordination and system building to prepare the city to meet these ongoing requirements.

Community Engagement

The Housing Capacity Analysis and Housing Production Strategy are the roadmap for housing policy and work in the city. Therefore, broad community engagement will include at least the following: invitations to diverse stakeholder groups to participate in project focus groups, development of an HPS engagement plan, an open house event, and a social media campaign. Equitable engagement to develop the Housing Production Strategy must solicit feedback from producers of needed housing, and particularly those who represent or serve communities of color, low-income communities, individuals with disabilities, and tribal communities, including tribal governments, to ensure these perspectives are meaningfully informing the action selection process of the HPS. A technical advisory committee, comprised of public agency representatives, will also be formed. Committee members will provide feedback and share resources with the project team throughout the project.

Council Involvement

The following items will be presented for City Council consideration and adoption:

- The Housing Capacity Analysis and Housing Production Strategy
- Comprehensive plan amendments, if any
- Text Amendments to the Development Code to be compliant with legislative changes

II. Existing Components

The Existing Components of the Housing Work Plan focus on management of existing housing programs and strategies to facilitate affordable housing. Housing Planner Trinity Miller will serve as the project manager for the existing programs and grants. Any budgetary needs will be covered by the Community Development Department's existing professional services budget.

Elements

- **Nonprofit Affordable Housing Tax Exemption per TMC 3.50**: The request to consider granting property tax exemption for non-profit, low-income housing properties comes to Council annually in March. Tigard Municipal Code (TMC) 3.50.020 provides criteria for considering exemption requests. This program has been in place at the City of Tigard since 1996. Staff will be working with colleagues at Tigard Tualatin School District to streamline the administration of this tax exemption program for applicants and future developers. The city's Affordable Housing Plan includes tax exemption as one of the city's strategies for facilitating affordable housing.

- **Community Development Block Grant (CDBG) program management**: As a joint entitlement agency, the city receives a CDBG allocation through Washington County. The CDBG program's purpose is to provide decent housing, a suitable living environment, and expand economic opportunities. The city submits an annual grant application and quarterly reporting to the County.

- **Construction Excise Tax (CET) program management**: The Construction Excise Tax, first adopted in 2019, is authorized by statute and by law must be utilized to create new affordable housing. Program management includes contracting, budgets, and reporting. The city's Affordable Housing Plan includes a CET program as one of the city's strategies for facilitating affordable housing.

- **Affordable Homeownership program**: In partnership with Proud Ground Community Land Trust, this program provides down payment assistance to Tigard homebuyers to increase the supply of permanently affordable homes in Tigard.

- **Middle Housing Revolving Loan Fund:** This program provides fixed-rate lending to qualifying middle housing developers in exchange for a guarantee that at least 30% of the units will be offered for sale to low-to moderate-income households. The city's Affordable Housing Plan includes a gap funding program as one of the city's strategies for facilitating affordable housing.

Council Involvement

The following will be introduced for Council consideration:

- Request to grant property tax exemption for non-profit, low-income housing properties (comes to Council annually in March)
- Request to participate as a CDBG joint entitlement agency with Washington County in FY 2026 for FY 2027
- Accomplishments from the Affordable Homeownership program

III. On-going and In Progress Components

The On-going and In Progress Components of the Housing Work Plan focus on on-going coordination and in progress local planning initiatives. The River Terrace 2.0 and Tigard HOME long-range planning projects will be supported by Housing Planner Trinity Miller, who will provide housing policy technical support. Senior Planner Brittany Gada will serve as the project manager and lead author of code sections for River Terrace 2.0. Project management of Tigard HOME will transition to new Associate Planner Amber Gomez who will serve as the project manager and lead author of code sections for Tigard HOME.

Elements

- **Tigard HOME Housing Policy:** The project includes technical support for the update to residential development code standards and home occupation standards.

- **River Terrace 2.0 Housing Policy**: The project includes technical support for housing policy development.

- **Legislative Tracking:** During each legislative session, the Housing Planner will track housing-related bills, advocate for the city's interests, and report the impacts of adopted bills to Council. Following each legislative session, the Housing Planner will identify needed updates to policy, process, or reporting for compliance.

- **Coordination with regional partners and private developers:** This work includes communication and coordination with regional partners and private developers to explore new gap funding resources and layered incentive strategies to facilitate the development of affordable housing. For example, a program the city may explore is the Moderate-Income Revolving Loan (MIRL) program, established by SB 1537, which allocates funding to support infrastructure, redevelopment, construction and land write-downs for very low-, low-, and moderate-income housing production. Deliverables from the coordination may include an enabling ordinance to adopt new state infrastructure funding programs and/or Developer Agreements executed for grant recipients.

Council Involvement

The following items will be presented for City Council consideration and adoption:

- Tigard HOME and River Terrace 2.0 text amendments, as well as any comprehensive plan amendments
- Enabling Ordinances for new gap funding resources, such as the MIRL program

IV. Potential Future Components

As shown in the attached Housing Work Plan Priority table, the above components constitute a full FTE work plan. Additional items would need additional staff allocation and/or funding support. Council has expressed interest in exploring additional Housing and Housing-adjacent topics. The

Work Plan identifies these programs and staff's recommendation in their priority level. Additional policies and programs Council may wish to consider advancing the Housing Goal include:

Protection Against Displacement:
The following policies ensure that Tigard's renters have similar housing security to homeowners, and that Tigard's housing stock is safe and livable. These Tenant Protection programs were identified as medium to high priority strategies in the current Affordable Housing Plan.

- **Proactive Rental Inspection (PRI) program:** This program, which was explored starting in late 2023 and paused in the summer of 2024, would provide for the inspection of rental units to ensure habitability. As currently scoped, this program would focus on bringing properties into compliance, not on penalties. This program would also require licensing for rental housing units and necessitate amendments to Title 5 of the Tigard Municipal Code, which governs business registrations in the city, as well as amendments to the property maintenance code to bring it up to modern standards and amendments to the fees and charges schedule to adopt registration fees and any other associated program charges. To advance this work, financial and personnel resources would be required to develop the Enterprise Permitting and Licensing module and to perform rental inspection (0.5 FTE Rental Inspector would be needed). In the long-term, an early business analysis showed that once established, the program could be self-sustained through fees.
- **Relocation Assistance:** This program would require that landlords who serve a no-cause eviction pay relocation assistance to affected tenants The program implementation would require additional resources to administer and utilization of grant funds has not been identified.
- **Right to Counsel:** This program would provide free legal assistance to low-income tenants facing eviction court cases. This strategy has high anti-displacement impacts in the short-term and is especially useful in strong markets where there are economic incentives to evict tenants. This program has a high funding need; no grant funds have been identified.

Low Priority Strategies

The following policies to develop or preserve affordable housing were identified as low priority strategies in the current Affordable Housing Plan based on the city's affordable housing needs and ability to implement, recognizing staffing and financial capacity.

- **Inclusionary Zoning:** This program requires that a portion of the units within a market rate development be set aside as affordable housing. This tool will often be combined with property tax exemptions, fee waivers, or development bonuses to offset the cost of affordable units. While a number of studies analyzing the Inclusionary Zoning (IZ) Ordinance in Portland originally showed that IZ suppresses rather than increases the creation of new housing, a more recent analysis of the program by EcoNorthwest has shown that with proper calibration, the program can produce affordable units in a cost-effective and self-sustaining manner.
- **Land Banking and Acquisition**: This program is the public purchasing of vacant/under-utilized sites of land to save for future affordable housing development. HB 2003, section

15 supports land banking. This program has a high funding need, and grant funds have not been identified.

- **Housing Preservation Program**: This program preserves "naturally occurring" affordable housing through acquisition, low-interest loans/revolving loan fund for preservation, and/or code enforcement. The work program would prepare an inventory of subsidized and naturally occurring affordable housing to support proactive policies intended to preserve the affordable housing stock. This strategy is intended to help offset some of the need for new construction and can be important for anti-displacement planning, if focused on maintaining affordability along with quality. This program has a high funding need, and grant funds have not been identified.

Council Involvement

If Council directs staff to advance these projects, further Council involvement would include:

- Determine if the project team's recommendation on priority levels is consistent with the Council's goal.
- Involvement will vary depending on the programs

Tigard Housing Policy Goal Update

City Council

November 4, 2025



CITY OF Tigard

The 5 E's – Tigard's Community Promise: Equity • Environment • Economy • Engagement • Excellence

Goal 1: Create Housing Opportunities for Current and Future Residents

Strategy 1. Develop an inclusive housing strategy that increases the variety of housing types while balancing the infrastructure capacity needs of the city

Strategy 2. Support housing in the entire Tigard community while addressing the regional crisis of homelessness



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Since the September 2025 briefing:

- The Oregon Department of Land Conservation and Development (DLCD) Housing Division and the Housing Accountability and Production Office (HAPO) announced the Intent to Award grant funding to the City of Tigard for housing planning assistance for the 2025–2027 biennium.

Housing Work Plan

Required Component

- Focused on compliance with State legislative or administrative actions

Existing Component

- Management of existing housing programs and strategies to facilitate affordable housing
- On-going regional coordination

In-Progress Component

- In-progress local planning initiatives

Required Component

- **Housing Capacity Analysis (HCA)**
  - *Compliance by 6/15/27*
- **Housing Production Strategy (HPS)**
  - *Compliance by 6/15/27*
- **State Compliance Work**
  - *Compliance varies by legislation - 7/17/25; 1/1/27; and 1/1/28*
- **Required Housing Reporting**
  - *Semi-annual reporting*

Existing Component

- Nonprofit Affordable Housing Tax Exemption per TMC 3.50
- Community Development Block Grant (CDBG) program management
- Construction Excise Tax (CET) program management
- Affordable Homeownership program
- Middle Housing Revolving Loan Fund
- Coordination with regional partners and private developers

In-Progress Component

- Tigard HOME Housing Policy Coordination
- River Terrace 2.0 Housing Policy Coordination
- Legislative Tracking

Housing Production Strategy (HPS)

- Roadmap for Tigard's housing policy and implementation work
- Replaces the existing Affordable Housing Plan
- Details needed types, characteristics, and locations of housing
- Details housing actions to address needs
- HPS is a venue to add future projects and programs
- Community encouraged to engage and join technical advisory committee



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Potential Future Programs

Policies and programs that could be considered as recommendations in the Housing Production Strategy.

Protections Against Displacement

- Rental Registration and Inspection
- Relocation Assistance
- Right to Counsel

Affordable Housing Plan Carryovers

- Inclusionary Zoning
- Land Banking and Acquisition
- Housing Preservation Program

Questions

- Does Council concur with the recommended work program to advance Goal 1?
- Does Council concur the HPS is the appropriate venue to consider future housing actions?



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Thank you

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AIS-6017 **7.**

Business Meeting

Meeting Date: 11/04/2025

Length (in minutes): 5 Minutes

Agenda Title: Council Consideration of a One-Time Donation of Funds to Address Food Insecurity

Authored By: Emily Tritsch

Presented By: Finance Director Kang

Item Type: Motion Requested
Update, Discussion, Direct Staff

Information

EXPLANATION OF ISSUE

During the City Council meeting on October 28, 2025, Council requested information on the City Council's available budget in order to consider a one-time donation of funds to address food insecurity in Tigard. This request is in response to impending federal cuts to SNAP benefits that are expected to impact 1 in 6 people in Tigard.

ACTION REQUESTED

Council is asked to provide direction on whether they wish to make their Travel and Training funds available for a one-time donation, and to provide information on the amount of the Council budget to donate, if any, and to what organization.

The grant subcommittee has awarded grants to the following food pantry organizations. Council could consider assistance to one or all of these organizations, or another organization not listed.

Organization and funds received in FY26:
Foundation for Tigard Tualatin Schools - Packed with Pride - $30,000
Tualatin Food Pantry - $3,000
Tigard United Methodist Church - Bethlehem House of Bread - $5,300

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations
This item was introduced during the Council meeting of October 28, 2025

ALTERNATIVES & RECOMMENDATION

Council could opt not to donate funds from their budget

ADDITIONAL RESOURCES

N/A

Fiscal Impact

Cost: n/a

Budgeted (yes or no): n/a

Where Budgeted (department/program): Mayor & Council

Additional Fiscal Notes:

The Mayor & Council budget has approximately $148,000 in unspent budget for Materials and Services as of October 2025.

Attachments

Memo

To: Honorable Mayor and City Council

From: Department of Finance and City Manager's Office

Re: City Council budget available to consider for a one-time donation addressing food insecurity in Tigard

Date: October 30, 2025

During the City Council meeting on October 28, 2025, Council requested information on the City Council's available budget in order to consider a one-time donation of funds to address food insecurity in Tigard. The budget line items Council may consider utilizing are as follows:

ID	Line Item	Remaining Budget*
1	Professional and Contractual Services	$26,300.00
2	Dues and Subscriptions	$38,431.41
3	Travel and Training	$70,649.26
4	Special Department Expenses	$12,774.55

** As of October 2025*

For your consideration, the following information comes from the Center on Budget and Policy Priorities and reports on SNAP benefits for Oregon:

	Avg SNAP benefits for fiscal year 2024
For each household member per day	$5.77
For each household member per month	$176

Jan 21, 2025. "A Closer Look at Who Benefits from SNAP: State by State Fact Sheets." CBPP. https://www.cbpp.org/research/food-assistance/a-closer-look-at-who-benefits-from-snap-state-by-state-fact-sheets#Oregon

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ATTACHMENT

(1) Professional and Contractual Services

Table notes the total amount allocated at the start of the year. None has been spent.

Detail	Amount
Interpreter Services for hearing impaired at Council meetings (upon request)	$400
Consulting Services for City Council Goal Setting and facilitation **(Reduced by $10k for FY26)**	$15,000
Photographer for Council group and individual photos	$400
Send two TYAC members and one Tigard team chaperone to National League of Cities Congressional Cities Conference in Washington, DC.	$10,500

(2) Dues and Subscriptions

Table notes the amount available as of October 2025

Detail	Amount
Oregon Government Ethics Commission - Annual Ethics Assessment	$2,000
Publications for Councilors based on interest	$100
Oregon Mayors Assn dues	$310
Metropolitan Mayors Consortium	$9,200
National League of Cities membership	$5,358
Westside Economic Alliance membership	$5,355
U.S. Conference of Mayors membership	$6,086
Mayor's Innovation Project	$10,000

(3) Travel and Training

Table notes the amounts available; a total of $70,000 remains in this line item.

Detail	Amount
Business meals that are outside regular council meetings (e.g., WEA, MMC, meetings with Metro and other jurisdictions)	$1,000
New Councilor/swearing in event	$150
Mayor's travel and training budget	$16,600, of which $15,000 remains this FY
Councilor's travel and training budget **(reduced in FY26 to $9,000 per councilor)**	$9,000, of which at least $7,000 remains for each councilor
Mayor/Council Assistant Training	$2,000

(4) Special Department Expenses

Table notes the amount available as of October 2025

Detail	Amount
Monthly Meet Up with Mayor	$1,000
Tigard Youth Advisory Council Supplies	$300
Move with the Mayor Initiative **(reduced by $1,250 for FY26)**	$1,250
State of the City Reception	$6,000

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