



City of Tigard  
Tigard City Council Meeting Minutes  
September 16, 2014

---

1.  WORKSHOP MEETING

A. At 6:31 p.m. Mayor Cook called the Tigard City Council workshop meeting to order.

B. City Recorder Krager called the roll:

	Present	Absent
Councilor Snider	x	
Councilor Woodard	x	
Mayor Cook	x	
Councilor Buehner	x	
Council President Henderson	x	

C. Mayor Cook asked everyone to join him in the Pledge of Allegiance.

D. Council Communications and Liaison Reports: Councilor Buehner and Council President Henderson said they would defer reports until the next council meeting.

E. Call to Council and Staff for Non-Agenda Items: There were none.

2. JOINT MEETING WITH TRANSPORTATION ADVISORY COMMITTEE

 TTAC Chair Steve Bass said their advisory committee assists the city council on planning and transportation issues, whether they involve moving by vehicle or on foot throughout the community. According to TTAC bylaws the committee is tasked with advising council on projects for use of the city's gas tax. They are involved in studying proposals from TriMet, Metro and recently, proposed vehicle registration changes and the development of station locations for high capacity transit. A major task is Capital Improvement Plan (CIP) project prioritization, identifying what is important to them as citizens and aligning that with staff and resources. He said their focus is on safety and transportation modes within in the community

**TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

Steve Boughton, of the Pedestrian/Bike Advisory Sub-committee of the TTAC said they partnered with Washington County Bicycle Transportation Alliance on a Tour de Parks event last Saturday. There were 60 riders, including former Mayor Dirksen, and the event went very well. He thanked council for their support in the form of a grant for this event. Another current activity is helping with regional trail counts. New members have joined recently and the committee communicates with the Beaverton Transportation Advisory group. The Pedestrian/Bike Subcommittee wants to give input on project prioritization. He said they will continue these activities and would like to see council support of these events to help create interest in these events. He mentioned Washington County's Safe Routes to Schools program and said the city could get involved in this program.

Chair Bass said the committee wanted to show council who is part of their diverse group and what their passion is. Each member described to council their interests and shared why they are motivated to get involved in community transportation issues.

- Chair Bass said his transportation knowledge is small but he has two young children and is concerned about safe sidewalks, bike lanes, crosswalks and connections to parks. He is interested in safety factors and also creating a community that is not bypassed by Highway 99W.
- Kevin Watkins is a 30-year Tigard resident and this is his first volunteer work with the city. His initial interest was how Tigard fits into the broad regional picture. Growth stresses the road systems. His second interest is engineering, and his last project before he retired was a smart grid program. The analogy is with high capacity transit and optimizing the existing transportation system, technology can help us do a lot. He said he was impressed with the other members of the committee and their commitment to the health and livability of Tigard.
- Mark Carlton moved to Tigard 10 years ago. He said there is a lack of choices of transportation. When he lived in Portland there was light rail, sidewalks, etc. and moving to Tigard required getting into a car to go places. He has noticed a slow turn of trying to change this in Tigard and wants to be part of that movement and wants to foster this. He said 99W is a barrier and the way to solve congestion is not to build more roads or bypasses, but to figure out how to get people out of their cars and into alternate transportation modes.
- Elise Shearer said she is motivated by social justice issues and even though Tigard is family-friendly, there is an inability of the aging population to get around to essential services. She is glad Tigard is improving our transit system by working closely with TriMet but also the strategic plan will benefit seniors and families. Would like us to focus on east west connectors.
- Jen Stanfield has lived here six years and has an engineering background. She said when she first moved here she got feedback about what does Tigard have to offer. She said getting involved with a city committee would be a good way to see what Tigard has to offer. She came to the team with mass transit in mind and her primary focus is to get people her age to live in Tigard and find ways to get to their jobs that are not near Tigard. Her perspective has changed since the birth of her child and she is interested in safety and bike lanes.

#### **TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

- Mark Bogert is a lifelong Tigard resident. He started walking with his wife and became aware of areas needing attention. He wants to find ways to make walking and bike riding easier by filling in gaps. The city has adopted the idea of making Tigard a great place to walk. As more people are able to get around, this will be reinforced and the entire community will become more pedestrian friendly.
- Steve Boughton has lived in Tigard 30 years. He has a passion for cycling and believes this is a viable and important way to transport people. He is trying to get walking and biking to be more mainstream, supported and a lot more common in Tigard.
- Evelyn Murphy is a 20-year Tigard resident and has been on the TTAC three years. She works at OHSU where with very few exceptions employees may not drive their cars. Getting there by bus from Southwest Portland and Tigard was painful and inconvenient. Over the past 26 years slow improvements have been to make it easier to for people in to reach this major employer in the Metro area. Her transportation focus shifted after having teenaged stepchildren. She learned lessons about safety and the lack of desire teenagers have to walk to school, even if they live very close by. She said from her experience in different life stages, as a young adult, a parent and now an older individual she realizes having choices in transportation is a necessity. She said we contribute to and are beneficiaries of a just society including a just, equitable, user friendly transportation system, and she is in awe of the energy, passion and faithfulness of committee members, staff and elected officials who contribute to this.
- Erik Halstead chose Tigard as a place to live six years ago because it is a good place to raise a family. He has grown up around 99W his entire life and lived in many different communities along 99W. Tigard has great schools and he enjoys riding his bike again along the Fanno Creek Trail. What brought him to TTAC is his ability to get to and from work. He rode the bus to work from Beaverton and Tigard to downtown and wishes he could say it was a good experience, but it was not. His involvement with TTAC is to try and get Tigard to be more proactive and fight for citizens to get the same quality and frequency of service that others in the Metro area enjoy. He would like better bus service and safer places to wait for a bus.

TTAC Chair Bass said Tigard citizens are well represented by these diverse committee members. He thanked staff liaisons, including Senior Transportation Project Engineer McCarthy, Senior Transportation Planner Gray, Analyst Collins and Finance and Information Services Director LaFrance.

Councilor Buehner said she joined a predecessor committee to the transportation financing committee because she was concerned about safety on Walnut Street and why a transportation bond measure failed. She said she was pleased that the Walnut Street project is finally going to happen. She asked TTAC if they had discussed the proposed county vehicle registration fee which will be on the ballot in November. Chair Bass said city could benefit from their fair share of those county funds and TTAC is in favor of the transportation funding fee. Councilor Buehner mentioned she will be going off of council at the end of 2014 but urged continued discussions on where funding could be applied. TTAC Chair Bass replied that they have developed a list.

#### **TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

Councilor Woodard thanked the TTAC members for sharing. He said he picked up on references to social justice and meeting the needs of people at different stages of life. He said universal design should be developed for housing. There are a few years to think of the SW Corridor and he encouraged the TTAC to remain balanced in their endeavors and make recommendations with children and older people in mind. He said sacrifices may need to be made now so that services are available in the future for our children.

 Councilor Snider commented that a few of the members referenced the proposed strategic plan. He said it is a big decision and council wants to check in to see if it was the right decision. He asked the members of the TTAC why the vision does or does not resonate with them.

 TTAC Member Shearer said she would like to see destination spots shown on Tigard's pedestrian map, not only showing parks but shopping and neighborhood pubs, etc. She said residents may need an impetus to walk to a location.

TTAC Member Murphy supported connections with schools and young people. She said walking is not considered "cool" yet in many cities walking or using mass transit is a way of life. She said consideration should be given to the increasing levels of obesity and diabetes in young people. So many teenagers feel they must have a car and we need to make a cultural change.

TTAC Member Stanfield asked why a walkability vision was a tough decision. Councilor Snider said it was not tough but it was a big decision. Ms. Stanfield said that TTAC as a group was favorable and that no one found anything wrong with it. She asked what the cons might be of walkability as a vision for a city. Councilor Snider replied that from a strategic and high level, selecting any vision for a city with 50,000 residents is a serious decision.

TTAC comments on the proposed strategic vision:

- It is great; broad yet focused.
- I thought of bicycling and many other factors including safety, livability, generational perspective, social justice, all flow from this vision.
- It is ambitious of Tigard to establish this and it will drive all other decisions.
- I was impressed.
- We have a lot of retro work to do. Walking from Durham Road to City Hall on Hall Boulevard makes gaps in walkability apparent. We can't call ourselves a walkable city if citizens cannot walk safely on a major arterial road.
- We should not lose sight of businesses to attract people to walk to places. We need anchor stores and reasons to walk down these streets.

 Council President Henderson said looking back 20 years from now will show that building corridors should be our focus. He said he realizes that we are remodeling our community from an auto-centric society. He congratulated the TTAC for taking on the CIP project prioritization and street maintenance program.

## **TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

Mayor Cook said he listed main themes such as connectivity, circulation and grid systems. He said there are citizens in the community that do not want connectivity. He asked if someone moving onto a dead end street should assume it will remain that way. He asked the TTAC for reasons why this is important in the face of some resistance from these citizens.

TTAC Member Shearer said connectivity and a good grid system eases business transport. It also provides residents with options to get off the busiest roads.

TTAC Member Murphy said people think that the transportation needs they have now are what is most important but the 35-year old driving her kids to school and gym classes will be in 30 years a 60-year old who may not want to drive as much and 10 years later may even be a non-driver. She said it is important to remind people that, "now is not forever."

Councilor Buehner said she wanted to respond to TTAC Member Stanfield's question on the cons of a walkability vision. She said prior to 2000, the Vision Task Force recommendation was that infrastructure had been ignored and needed upgrading. Everything was going well until the economy crashed, requiring the city to lay off employees and cramping the ability to continue projects. She said the new vision is saying, "OK, we made it through. Let's step out, be positive and make this a better place to live."

Senior Transportation Project Engineer McCarthy thanked each member of the TTAC and the Pedestrian/Bike Sub-committee and remarked that the city was blessed to have a great committee that is cooperative and respectful of others' opinions. He noted for the audience that the TTAC meets every first Wednesday at 6:30 p.m. in the Library and the Bike and Pedestrian Subcommittee meets on third Thursdays at 5:00 p.m. in the Red Rock Creek Conference Room.

### 3. TRIMET PRESENTATION: DRAFT SOUTHWEST SERVICE ENHANCEMENT PLAN

 Community Development Director Asher introduced TriMet Senior Planner Tom Mills who has been working on a strategic plan whereby the agency can put more service on the streets in the underserved southwest region of the Metro area. This is a difficult area to serve but things are getting better.

 TriMet Senior Planner Mills described the Southwest Service Enhancement Plan. He said he was pleased to inform the council that TriMet has been increasing service. Some frequent service lines were restored in March running from 6 a.m. to 6 p.m. and then in September, weekday evening service was restored for Line 12 which runs along Highway 99W. He said they desire to start restoring Lines 94 and 93 because they have experienced increased ridership. He said TriMet is in a restoration and hopefully, growth mode.

 Mr. Mills had a PowerPoint presentation which is included in the packet for this meeting. The SW Service Enhancement Plan includes community engagement and talking about how to grow the system. Citizen input is balanced with data and an examination of where people live and work. The SW Corridor Plan is in progress and whether or not high capacity transit comes to the corridor, the number one request in the first phase of that planning process was for TriMet to conduct a process

### TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014

to look at local bus service in Tigard and other areas in the southwest to see how it could be improved. He said this dovetails nicely with Tigard's walkability vision and by doing this Tigard can support the transit system and it can also support the city.

Mr. Mills brought some copies of the draft vision for future services that was distilled from community outreach and surveys. Community Meetings were held in addition to a charette meeting with TTAC. There were also four meetings specifically for populations who do not usually come out to meetings. We reached out to youth, seniors, and Spanish and Vietnamese language speakers as well as social service providers and chambers of commerce. The online survey will remain available through October. The vision will be revised and he hopes to report back to council in January. The final SW Service Enhancement Plan will be completed in early March.

Mr. Mills showed maps indicating where people live and work. Questions were asked such as where do people who work at Washington Square live, and where people who live in Sherwood work. Downtown Portland always lights up on every map due to density. A charette map showed lines where people mapped destinations they want to reach. Durham Road was the number one suggestion for improvement throughout Tigard. Another popular suggestion was a connection between downtown Tigard on Walnut, to Progress Ridge. A connection to Kruse Way as also desired.

TriMet Senior Planner Mills said in 1969 and largest share of jobs was in the Portland city center. Over the years, new job centers emerged, creating new travel patterns. TriMet kept the downtown Portland service but has added service to and from the suburbs. He noted that the draft vision assumptions do not include high capacity transit but it can be amended when the status is known.

TriMet Senior Planner Mills said the line mirroring WES (Line 76) would be increased and allow people to get off at stops between the Wes stations. Community Development Director Asher asked if WES service would be increased. Mr. Mills said not at this time. TriMet doesn't own the alignment and negotiations would be required. He said there are now 10,000 trips per week and the ridership cost per trip has been cut in half (\$12.00) A Max passenger costs \$1.50 and a bus rider \$2.50.

Mr. Mills discussed potential service increases:

- A line from Tigard Transit Center through the Tigard Triangle then down to Bridgeport and into the Tualatin Industrial area and Sherwood.
- New service on Durham Road could go to Meridian Park or could also connect to a line in Lake Oswego.
- Councilor Buehner asked about the former Country Club Road bus line and asked if it would be resurrected. Mr. Mills replied that today's Line 37 goes on Country Club to Bridgeport Village, Boones Ferry and then Lake Grove. He added that one idea is to take that line and have it come through Kruse Way, through Bonita Road and continue on to Tigard's Transit Center. That would connect Lake Oswego's Transit Center with Tigard's Transit Center.
- There is also a suggestion for a bus line extension from Beaverton to Progress Ridge along Walnut into downtown Tigard.

#### **TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

- An extension to Line 56 which travels along Scholls Ferry would continue to Progress Ridge and one day to River Terrace and South Cooper Mountain.
- A line serving Gaarde/McDonald would help with east/west travel and would be a commuter bus primarily as it goes through a residential area.
- A new line would go from Tigard Transit Center, down Pacific Highway but peeling off at 124<sup>th</sup> to serve Tualatin's industrial area and the future Basalt Creek community.
- They are taking a line off of Boones Ferry to serve Bonita. The replacement line would go from Tualatin, through Lake Grove, Mt. Park and PCC and then into downtown Portland.
- There is a new product for the Bull Mountain area, a commuter connector bus. An example is the Grove Link in Forest Grove. TriMet partnered with Forest Grove to find a private firm to run a private shuttle bus five days a week. Mayor Cook asked if the funding was running out and Mr. Mills said it does and TriMet is actively working to keep that and expand the product.

 Councilor Snider said many in the Tigard community feel like they have been paying their fair share of TriMet taxes yet are not reaping the same level of benefits. He asked Mr. Mills if he had a sense of how much the southwest service enhancements represent. Mr. Mills said he did not have that information at this time but is working on a draft. Councilor Snider said he would like to know how this compares to services in other communities that at least some believe are better served. He asked it costs \$100 an hour to run a bus. Mr. Mills said the figure is now \$78.00 per hour. TriMet prevailed during labor union negotiations and brought the hourly cost down. He said the cost per passenger is less and cost per hour is more and uses fewer operators. Mr. Mills said to bear in mind that one great thing about transit is that it takes you to other communities. However, that makes it tough to know how much service a community gets because the service goes beyond.

Councilor Buehner asked about park and ride facilities access. She said the Bull Mountain/99W park and ride is always full but there is no place where anyone at the top of the hill could park to get to a bus on Walnut. She asked if TriMet is considering new park and ride locations. Mr. Mills said new park and ride locations are not really part of the vision as the cost benefit is not realized. He said those built along Max lines have partners to help financially, including the federal government. He said this is addressed with community shuttles and increased buses.

Councilor Buehner suggested using church parking lots that are not busy during the week. Mr. Mills said they do this with shared park and rides with churches and movie theaters, for example.

 Councilor Woodard mentioned the issues of lighting and safety at bus shelters. He asked about solar lighting at shelters. Mr. Mills replied that some shelters currently use solar lighting which works fine to light the shelter but they don't have the facilities to light the sidewalks. Councilor Woodard commented that safety would increase ridership.

#### 4. UPDATE ON ECONOMIC DEVELOPMENT ACTIVITY

Economic Development Manager Purdy introduced a presentation on Tigard's economy. He said one of council's goals was to better understand the local economy. He showed graphics on Tigard

### **TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

businesses by sector. Each sector was further broken down into smaller categories with size of bubble indicating scale. He said the percentage of employment by business sector shows a well-balanced workforce. The average wage paid by Tigard businesses is \$53,400.

Councilor Woodard asked where the wage figures came from. Economic Development Manager Purdy said the figures are what are reported to the state. In response to a question from Councilor Snider he said he would double check the numbers but the percentage listed was correct. Census data shows the 81 percent of residents over the age of 25 have attended college or received an advanced degree.

Economic Development Manager Purdy said he will return in a few months with more trend analysis. Councilor Buehner asked about the number of commuters going into downtown Portland and said it must be lower than 20 years ago. Mr. Purdy said he will try to obtain that data.

Councilor Buehner said she heard a story today on OPB radio and a Business Journal editor was talking about startups moving out of the Pearl. There was a disparaging remark made, “who would want to have their business in Tigard?” Economic Development Manager Purdy said this comment bothered him. He said he has heard of startup companies beginning in Tigard but there are not appropriate facilities so they leave when they grow. He said there is a shortage of space. He said he will follow up on that comment. He said he hears that Tigard is a bedroom community or just has retail businesses but noted that Western Family Food Headquarters is located here.

Mayor Cook said Economic Development Manager Purdy uses these graphics, partnered with Greater Portland Inc. with to attract new businesses. This info is helpful to attract new businesses. He commended Mr. Purdy on his quarterly executive round tables and networking. Sometimes competing executives sit across the table from each other and work together to solve problems.

 Councilor Woodard asked if there is a way to find out where people are working and is there an opportunity in Tigard to draw some of the tech workforce. Community Development Director Asher said the city may not be able to attract them if there is not the required built environment here. He said there is a need to map what is available in terms of business districts and buildings. He mentioned that TriMet has software to track employers and we may be able to get that information from them. Councilor Buehner suggested looking to the urban reserves to get more industrial land. Community Development Director said that can be done in the downtown corridor.

Council President Henderson said he heard at the Main Street Conference that this type of data should be on the website.

## 5 BRIEFING ON CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS

 Engineering Manager McMillan introduced Interim City Engineer Carrie Pak, on loan from Clean Water Services to assist with projects until the city engineer position is filled. Ms. McMillan gave a report on 2013-14 Capital Improvement Projects.

- Water projects include Barrows Road (to serve River Terrace) and Main Street

### **TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

- Storm Projects: Highway 99W median water quality feature will clean runoff water before it goes into the Tualatin River. When done, people will see vegetation but won't see the water quality treatment. Mayor Cook said he has heard a lot of questions about this project so people need to be educated. He asked what will take the place of the grass that was growing there before. Interim City Engineer Pak said you will see soil with sedges, rushes and shrubs. Grass does some filtering but is not so good for petroleum based fluids from the highway. She said there won't be a lot of trees due to safety issues. Engineering Manager McMillan said the plantings will be similar to those along Burnham Street.
- Slides were shown of some bank stabilization projects. Staff will return to council to talk about these in the future.
- The City of Tigard and Clean Water Services are partnering on the Derry Dell project which started out as a creek and sewer realignment. The city bought the Skelton property on the east side of the area and this will hold a boardwalk. Council President Henderson asked about the log placement. Ms. Pak said the log sizing and placement is specific to stream flows. Water resource engineers are specialists in water fluvial geomorphology and hydrology. Rather than use a concrete lining, natural materials are being used to dissipate energy. Council President Henderson asked when ferns would start growing in the area and Ms. Pak said people will soon see willows and other vegetation emerging in January. In response to a question from Councilor Buehner, Ms. Pak said the heavy equipment operators will be finished with their work before the end of the month. Council President Henderson said he received more questions from citizens about this project than any other.
- Main Street Sewer Elimination Project: Engineering Manager McMillan showed a slide with the old sewer line. She said what this project consists of is re-meandering Fanno Creek to slow it down, bridge replacement, removal of the sewer line and bank restoration along Main Street. This will be part of the public park. Councilor Buehner asked about the timing of the re-meandering and Ms. McMillan said funding is set aside in 2017-18.
- Fanno Creek House: This parks project was part of the land use approval. Surface Water Quality Coordinator did an excellent job to encourage native plantings to demonstrate how to landscape backyards with native plantings. She said Ms. Staedter teaches homeowners associations and various groups how to landscape using native plants.
- East Butte Heritage Park now has a play structure and trails. Councilor Woodard mentioned that there needs to be some well-marked parking spots and there should be lighting in the park. Engineering Manager McMillan said she was unsure if the city lights parks at night but she will check on the parking space markings.
- The Jack Park Bridge was installed this year. Playground equipment will be Phase 2.
- The Fanno Creek Trail from Main Street to Grant Street was completed. The art on the wall contains street art painted by a street artist, an expert in tagging.
- Street projects include 72<sup>nd</sup> and Dartmouth and the sidewalk along 92<sup>nd</sup> Avenue to Cook Park. It filled a dangerous gap on a route used by many people year going into and out of Cook Park.

Councilor Buehner thanked staff for the 135<sup>th</sup> sidewalk connection. Assistant City Engineer McMillan said this is part of the strategic plan and getting staff involved in LQC (lighter, quicker,

#### **TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

cheaper) projects. Councilor Buehner said it will make a huge difference for the hundreds of people who walk in that area. She asked that her appreciation be extended to Streets Supervisor Walker.

Assistant City Engineer McMillan discussed street projects: Main Street/Green Street, the pavement maintenance plan (PMP) including ADA ramps, and paving Main Street and Electric Street. Councilor Buehner asked for curbs to keep car wash vehicles from blocking Electric Street. Council President Henderson asked if the city was required to include ADA ramps in the summer paving. Ms. McMillan said the ramps must meet the latest compliance requirements. Council President Henderson said he noticed that some existing ramps appeared to be pulled out and then replaced.

Engineer Pak said it has been a pleasure to spend time with Tigard's talented and hard working engineering staff.

6. ~~UPDATE ON PROGRESS TO DEVELOP AN AGREEMENT REGARDING WATER SYSTEM OWNERSHIP AND WATER SERVICE~~ Item moved to October 14, 2014.

7. COUNCIL LIAISON REPORTS: None

8. NON-AGENDA ITEMS: None

9. EXECUTIVE SESSION: None held

10. ADJOURNMENT: At 9:00 p.m. Councilor Buehner moved for adjournment and Councilor Snider seconded the motion. Motion passed unanimously.

	Yes	No
Councilor Snider	x	
Councilor Woodard	x	
Mayor Cook	x	
Councilor Buehner	x	
Council President Henderson	x	

**TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**

Carol A. Krager  
Carol A. Krager, City Recorder

ATTEST:

John L. Cook  
John L. Cook, Mayor

December 16, 2014  
Date

**TIGARD CITY COUNCIL MEETING MINUTES– September 16, 2014**