



City of Tigard

## Tigard Workshop Meeting – Agenda

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### TIGARD CITY COUNCIL

**MEETING DATE AND TIME:** June 17, 2014 - 6:30 p.m.

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

### PUBLIC NOTICE:

Times noted are estimated.

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

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

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

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

### VIEW LIVE VIDEO STREAMING ONLINE:

<http://live.tigard-or.gov>

Workshop meetings are cablecast on Tualatin Valley Community TV as follows:

Replay Schedule for Tigard City Council Workshop Meetings - Channel 28

- Every Sunday at 12 a.m.
- Every Monday at 1 p.m.
- Every Thursday at 12 p.m.
- Every Friday at 10:30 a.m.

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SEE ATTACHED AGENDA



City of Tigard

## Tigard Workshop Meeting – Agenda

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### TIGARD CITY COUNCIL

**MEETING DATE AND TIME:** June 17, 2014 - 6:30 p.m.

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

6:30 PM

1. WORKSHOP MEETING
  - A. Call to Order- Tigard City Council
  - B. Roll Call
  - C. Pledge of Allegiance
  - D. Council Communications & Liaison Reports
  - E. Call to Council and Staff for Non-Agenda Items
2. BRIEFING ON CAPITAL IMPROVEMENT (CIP) PROJECTS  
*6:35 pm - estimated time*
3. RIVER TERRACE PARKS AND TRANSPORTATION MASTER PLAN ADDENDA AND FINANCING STRATEGIES  
*6:50 p.m. - estimated time*
4. UPDATE ON ECONOMIC DEVELOPMENT ACTIVITY  
*7:50 - estimated time*
5. DEMONSTRATION OF THE PUBLIC WORKS DEPARTMENT'S NEW COMPUTERIZED MAINTENANCE MANAGEMENT SYSTEM (CMMS) SOFTWARE  
*8:05 p.m. - estimated time*
6. REVIEW COMMENT CARDS AND FEEDBACK FROM CITY COUNCIL'S 5X3X10 EVENTS  
*8:35 pm - estimated time*
7. COUNCIL LIAISON REPORTS
8. NON AGENDA ITEMS

9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
  
10. ADJOURNMENT  
9:10 pm - estimated time

**AIS-1586**

**2.**

**Workshop Meeting**

**Meeting Date:** 06/17/2014

**Length (in minutes):** 15 Minutes

**Agenda Title:** Briefing on Capital Improvement Plan (CIP) Projects

**Prepared For:** Mike Stone, Public Works

**Submitted By:** Greer  
Gaston,  
Public  
Works

**Item Type:** Update, Discussion, Direct Staff

**Meeting Type:** Council  
Workshop  
Mtg.

**Public Hearing:** No

**Publication Date:**

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**Information**

**ISSUE**

The council will be briefed on the status of several Capital Improvement Plan (CIP) Projects.

**STAFF RECOMMENDATION / ACTION REQUEST**

No action is requested; the council is asked to listen to the briefing.

**KEY FACTS AND INFORMATION SUMMARY**

In order to keep the council informed on the status of current CIP projects, staff will provide regular project briefings. Several projects will be discussed at this meeting.

See the attached table for project and schedule information.

**OTHER ALTERNATIVES**

Not applicable

**COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

**DATES OF PREVIOUS COUNCIL CONSIDERATION**

Staff provides the council with regular briefings on the status of CIP projects. The last briefing was on April 15, 2014.

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**Attachments**

Fourth Quarter CIP Update Fiscal Year 2013-2014

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## CIP PROJECT STATUS

### Fourth Quarter - Ending 6/30/14

*Active Projects in the Public Works Department,  
Engineering Division*

	<b>Design &amp; Permitting</b>
	<b>Right of Way, Easements &amp; Contracts</b>
	<b>Construction</b>

Project Name	Total Budget as of FY12/13 Current Year Budget Funding Sources for FY13/14	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Notes	
<b>CITY FACILITIES</b>															
<b>Permit Center/Police/City Hall Exterior Walls</b> (91013) Kim M.	\$1,740,582													FY 12/13	- Design complete. - Need dry weather due to the nature of the repairs. - Project bids June 2014. Completion September.
	\$743,881													FY 13/14	
	General Fund														
<b>PARKS</b>															
<b>East Butte Heritage Park</b> (92003) Mike M.	\$636,396													FY 12/13	- Complete.
	\$476,558													FY 13/14	
	Parks Bond/SDC														
<b>Fanno Creek House</b> (92006) Greg B.	\$180,019													FY 12/13	- Complete.
	\$156,238													FY 13/14	
	Parks Bond														
<b>Dirksen Nature Park</b> (92016) Kim M.	\$623,664													FY 12/13	- Design 90% complete. - Construction funding to be proposed as part of the 5-year CIP (FY16/17). - City received \$390,000 Metro grant.
	\$556,599													FY 13/14	
	Parks Bond													FY 14/15	
<b>Potso Dog Park</b> (92021) Kim M.	\$160,000													FY 12/13	- Design 60% complete. - Project on hold pending evaluation of remaining park fund balance and/or other potential funding.
	\$160,000													FY 13/14	
	Parks Bond/SDC														
<b>Jack Park</b> (92022) Kim M.	\$463,020													FY 12/13	- Complete.
	\$394,655													FY 13/14	
	Parks Bond														



## CIP PROJECT STATUS

### Fourth Quarter - Ending 6/30/14

*Active Projects in the Public Works Department,  
Engineering Division*

	<b>Design &amp; Permitting</b>
	<b>Right of Way, Easements &amp; Contracts</b>
	<b>Construction</b>

Project Name	Total Budget as of FY12/13 Current Year Budget Funding Sources for FY13/14	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Notes	
<b>PARKS (Continued)</b>															
<b>Fanno Creek Trail - Main to Grant - (92024) Kim M.</b>	\$661,000													FY 12/13	- Complete.
	\$661,000													FY 13/14	
	Parks Bond/Stormwater/ Sanitary/SDC/Gas Tax													FY 14/15	
<b>Bull Mountain Park - Concept Master Plan - (92031) TBD</b>	\$21,504													FY 12/13	- Project on hold pending evaluation of remaining park fund balance and/or other potential funding.
	\$10,000													FY 13/14	
	Parks Bond													FY 14/15	
<b>Tigard Street Trail - Railroad Path - (92034) Kim M.</b>	\$103,894													FY 12/13	- Lease signed April 10, 2014. - Construction funding to be proposed as part of the 5-year CIP (FY15/16).
	\$100,000												FY 13/14		
	Parks Bond													FY 14/15	
<b>Senn Park (92045) Kim M.</b>	\$51,082													FY 12/13	- Project on hold pending evaluation of remaining park fund balance and/or other potential funding.
	\$50,000													FY 13/14	
	Parks Bond													FY 14/15	
<b>Fanno Creek Trail - Metro Grant RFFA Project - (92046) Kim M.</b>	\$3,700,000													FY 12/13	- Federally Funded Project: Design - Federal FY 15/16. Right of Way - Federal FY 16/17. Construction - Federal FY 17/18.
	TBD (match)													FY 13/14	
	RFFA/TBD													FY 14/15	
<b>Summerlake Restroom Improvements (92048) Carla S.</b>	\$140,000													FY 12/13	- Design 60% complete. - Complete September 2014.
	\$140,000												FY 13/14		
	Parks Bond													FY 14/15	



## CIP PROJECT STATUS

### Fourth Quarter - Ending 6/30/14

Active Projects in the Public Works Department,  
Engineering Division

Design & Permitting
Right of Way, Easements & Contracts
Construction

Project Name	Total Budget as of FY12/13 Current Year Budget Funding Sources for FY13/14	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Notes	
<b>SANITARY SEWER</b>															
Fanno Creek Slope Stabilization - Arthur Court - (93009) Greg B.	\$687,000													FY 12/13	- Design Complete. - Project will be placed on hold until basin analysis is completed.
	\$687,000													FY 13/14	
	Sanitary													FY 14/15	
Derry Dell Sewer - Interceptor Relocation - (93010) Kim M.	\$1,510,000													FY 12/13	- Design complete. - Right of way acquisition complete. - Joint venture with CWS. - Project awarded to Kerr on April 14.
	\$710,000													FY 13/14	
	Parks Bond/Sewer/Stormwater/ Water CIP													FY 14/15	
Main Street Sewer/ Fanno Creek Crossing Elimination (93011) Jeff P.	\$437,000													FY 12/13	- Under construction. - Project is coordinated with Main Street/Green Street, which is scheduled for completion in November 2014.
	\$437,000													FY 13/14	
	Sanitary													FY 14/15	
128th Ave/Shore Drive - Sewer Replacement - (93012) Mike S.	\$872,404													FY 12/13	- Preliminary design discovered that a pipe diameter in the Sanitary Sewer Master Plan was mislabeled and is the proper size. Therefore, project not required.
	\$872,000													FY 13/14	
	Sanitary													FY 14/15	
East Tigard - Sewer Replacement - (93013) Mike S.	\$345,627													FY 12/13	- Design contract awarded. - Construction funding to be proposed as part of the 5-year CIP (FY 15/16).
	\$345,000													FY 13/14	
	Sanitary													FY 14/15	
Krueger (Benchview) Creek - Sewer Stabilization - (93014) Mike S.	\$1,766,866													FY 12/13	- Design complete. - Awaiting regulatory permits. - Project will be placed on hold until basin analysis is completed.
	\$1,300,000													FY 13/14	
	Sanitary/Water Quality													FY 14/15	
Barrows/Scholls Ferry (Phase 1) - Sewer Extension - (93035) Jeff P.	\$941,500													FY 12/13	- Complete. - Cooperative project with Washington County, Clean Water Services, and the City of Beaverton. - Will serve River Terrace area.
	\$520,000													FY 13/14	
	Sanitary													FY 14/15	



## CIP PROJECT STATUS

### Fourth Quarter - Ending 6/30/14

*Active Projects in the Public Works Department,  
Engineering Division*

	<b>Design &amp; Permitting</b>
	<b>Right of Way, Easements &amp; Contracts</b>
	<b>Construction</b>

Project Name	Total Budget as of FY12/13 Current Year Budget Funding Sources for FY13/14	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		Notes
<b>STORM SEWER</b>															
<b>Derry Dell Creek - Slope Stabilization - at 118th Avenue (94016) Greg B.</b>	\$835,000													FY 12/13	- Consultant selected for design developing scope & fee.
	\$835,000												FY 13/14		
	Stormwater													FY 14/15	
<b>Copper Creek - Bank Stabilization - (94022) Greg B.</b>	\$193,484													FY 12/13	- Design complete. - Awaiting preliminary permits. - Project will be placed on hold until basin analysis is complete.
	\$172,000												FY 13/14		
	Stormwater													FY 14/15	
<b>STREETS</b>															
<b>Pavement Maintenance Program (95001) Mike M.</b>	Ongoing													FY 12/13	- Design complete. - Contracts awarded.
	\$1,660,000												FY 13/14		
	Street Maintenance Fee													FY 14/15	
<b>Walnut Street Improvements - 116th to Tiedeman - (95023) Steve S.</b>	\$624,249												FY 12/13	- Design complete. - Currently in right of way acquisition phase. - Joint project with Washington County. - Project bids fall 2014.	
	\$164,000												FY 13/14		
	Underground Utility/Gas Tax/ Stormwater/Sanitary/Water														FY 14/15
<b>Citywide Pedestrian &amp; Cyclist Improvements (95027) Mike M.</b>	\$312,000													FY 12/13	- Funding reallocated to Fanno Creek Trail (Main to Grant).
	\$30,000													FY 13/14	
	Gas Tax													FY 14/15	
<b>Pacific Hwy/Gaarde/McDonald - Intersection Improvements - (95033) Mike S.</b>	\$2,020,529													FY 12/13	- Design complete. - Currently in right of way acquisition phase. - Joint project with Washington County and ODOT. - Project bids fall 2014.
	\$1,000,000												FY 13/14		
	TIF/TDT/ ODOT/STP/MSTIP													FY 14/15	



**CIP PROJECT STATUS**  
**Fourth Quarter - Ending 6/30/14**

*Active Projects in the Public Works Department,  
 Engineering Division*

Design & Permitting
Right of Way, Easements & Contracts
Construction

Project Name	Total Budget as of FY12/13 Current Year Budget Funding Sources for FY13/14	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Notes	
<b>STREETS (Continued)</b>															
72nd Ave/Dartmouth - Intersection Improvements - (95035) Steve S.	\$2,404,480													FY 12/13	<ul style="list-style-type: none"> <li>- Design complete.</li> <li>- Right of way acquisition complete.</li> <li>- Contract awarded.</li> </ul>
	\$2,295,400													FY 13/14	
	City Gas Tax/Gas Tax/Underground Utility/TIF/TDT														
92nd Avenue Sidewalk (95037) Mike M.	\$718,427													FY 12/13	<ul style="list-style-type: none"> <li>- Complete.</li> </ul>
	\$605,000													FY 13/14	
	Gas Tax/Stormwater													FY 14/15	
Upper Boones Ferry Road/Durham - Adaptive Signal Coordination - (95041) Mike M.	\$165,000													FY 12/13	<ul style="list-style-type: none"> <li>- Agreement between Tigard/Wash Co./ODOT being prepared.</li> <li>- Project bids spring 2015.</li> </ul>
	\$115,000													FY 13/14	
	Gas Tax													FY 14/15	
Main Street/Green Street (Phase 1) (97003) Kim M.	\$1,423,512													FY 12/13	<ul style="list-style-type: none"> <li>- Construction underway.</li> <li>- Completion November 2014.</li> </ul>
	\$1,144,492													FY 13/14	
	Gas Tax/Urban Renewal/Water/ MTIP													FY 14/15	



**CIP PROJECT STATUS**  
**Fourth Quarter - Ending 6/30/14**

*Active Projects in the Public Works Department,  
 Engineering Division*

**Design & Permitting**  
**Right of Way, Easements & Contracts**  
**Construction**

Project Name	Total Budget as of FY12/13 Current Year Budget Funding Sources for FY13/14	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Notes	
<b>WATER</b>															
<b>Aquifer Storage and Recovery Well #3</b> (96010) Jeff P.	\$3,202,016													FY 12/13	<ul style="list-style-type: none"> <li>- Design to be completed.</li> <li>- Construction may be delayed pending evaluation of new water supply requirements of CIP #96034.</li> </ul>
	\$3,167,000													FY 13/14	
	Water CIP													FY 14/15	
<b>LO/Tigard Water Partnership</b> (96018) Rob M.	\$110,168,703													FY 12/13	<ul style="list-style-type: none"> <li>- Various contract construction underway.</li> <li>- Dollars reflect the entire Partnership. Tigard's projects include Waluga Reservoir #2, Schedule 6 pipeline under I-5, and the Bonita Pump Station.</li> </ul>
	\$68,017,300													FY 13/14	
	Water CIP													FY 14/15	
<b>Main Street - Waterline Replacement -</b> (96029) Kim M.	\$642,418													FY 12/13	<ul style="list-style-type: none"> <li>- Construction complete.</li> <li>- Project is coordinated with Main Street/Green Street, which is scheduled for completion in November 2014.</li> </ul>
	\$621,700													FY 13/14	
	Water/Water CIP													FY 14/15	
<b>Pipeline Connecting 550 - 530 Zones</b> (96030) Rob M.	\$2,260,000													FY 12/13	<ul style="list-style-type: none"> <li>- Project on hold pending evaluation of new water supply requirements of CIP #96034.</li> </ul>
	\$2,260,000													FY 13/14	
	Water CIP													FY 14/15	
<b>New Water Source - Systemwide Improvements -</b> (96034) Rob M.	\$835,000													FY 12/13	<ul style="list-style-type: none"> <li>- Evaluation underway to determine specific project requirements of new water supply.</li> </ul>
	\$210,000													FY 13/14	
	Water CIP													FY 14/15	
<b>Barrows/Scholls Ferry (Phase 1) - 18" Water Line Extension -</b> (96035) Jeff P.	\$1,398,500													FY 12/13	<ul style="list-style-type: none"> <li>- Complete.</li> <li>- Cooperative project with Washington County.</li> <li>- Will serve River Terrace area.</li> </ul>
	\$1,027,000													FY 13/14	
	Water SDC													FY 14/15	

**AIS-1671**

**3.**

**Workshop Meeting**

**Meeting Date:** 06/17/2014

**Length (in minutes):** 60 Minutes

**Agenda Title:** River Terrace Parks and Transportation Master Plan Addenda and Financing Strategies

**Prepared For:** Debbie Smith-Wagar, Financial and Information Services

**Submitted By:** Debbie Smith-Wagar  
Financial and Information Services

**Item Type:** Update, Discussion, Direct Staff      **Meeting Type:** Council  
Workshop  
Mtg.

**Public Hearing:** No

**Publication Date:**

**Information**

**ISSUE**

Update Council on the progress of the River Terrace Master Plans and Finance Plan for Parks and Transportation.

**STAFF RECOMMENDATION / ACTION REQUEST**

Staff will present the draft master plan addenda for the parks and transportation systems in River Terrace and the related financing strategies. Staff is seeking input from Council.

**KEY FACTS AND INFORMATION SUMMARY**

The purpose of this briefing is two-fold: (1) brief Council on the parks and transportation master plan addenda for River Terrace, and (2) review the city's parks and transportation funding gaps along with possible financing strategies for each system. Staff presented the Water and Sewer Master Plan Addenda in this format in May, and will present the Stormwater Master Plan Addendum in July. If there are no outstanding issues or questions at the end of each briefing, staff will ask Council to adopt each of the master plan addenda by resolution a few weeks after the briefing on that addendum.

The one exception to this will be the River Terrace Transportation System Plan (TSP) Addendum. This addendum requires a Comprehensive Plan Admendment and, as such, needs to be adopted through a legislative process. Since the River Terrace Community Plan (RTCP) also requires adoption by legislative process, staff recommends holding adoption hearings on the RTCP and the River Terrace TSP Addendum at the same time later this year. While the Park System Master Plan Addendum could be adopted by resolution, staff recommends adopting it along with the TSP Addendum later this year as the two documents have overlapping content with respect to trails.

Note: Each master plan addendum includes a project list and planning level project costs, but does not include a specific finance strategy. The comprehensive River Terrace finance strategy will be developed and included as part of the RTCP.

#### I. Parks and Transportation Master Plan Addenda

In 2010, the City of Tigard updated its Transportation System Plan (TSP). The TSP links expected growth with transportation needs and sets the policy framework for the city's transportation system. The City of Tigard updated its Park System Master Plan (PSMP) in 2009. The PSMP guides park, recreation, and trail development throughout the city.

Since the adoption of the TSP and PSMP updates in 2010 and 2009 respectively, the West Bull Mountain Concept Plan (WBMCP) was completed and adopted by Washington County and the city. The area now known as River Terrace (and formerly known as West Bull Mountain) was also annexed to the city. The attached master plan addenda update the TSP and PSMP respectively to accommodate the transportation and parks needs anticipated in River Terrace and contribute to the city's broader goal of completing the River Terrace Community Plan.

#### Park System Master Plan:

The 2009 PSMP established level of service (LOS) standards, expressed in terms of acres of land per 1,000 persons. In the City of Tigard, LOS is 10 acres/1,000 residents. There are many challenges with meeting this standard across the city, one of which is the availability of suitable land. Relatively speaking, it will be easier to meet this standard in River Terrace, largely because the area is mostly undeveloped, assuming the city is successful at ensuring suitable land is set aside for such purposes in the future.

The River Terrace PSMP Addendum utilizes the city's existing LOS standards. Table 3 in the addendum shows the trail and park needs for River Terrace based upon these standards. Community and neighborhood parks are shown on Pages 11 and 12, and trails are shown on Page 13. In lieu of identifying specific park locations, parks are conceptually located within service areas to show where community and neighborhood parks would be needed to meet standards and achieve the goal of having an equitable distribution of parks in the area. Of note is the future River Terrace Trail, which is proposed to be integrated with the main N-S Collector Street, also known as River Terrace Boulevard. This trail was planned, in part, to complement the Westside Trail, as it provides a less steep travel option around Bull Mountain.

#### Transportation System Plan:

The 2010 TSP serves as a long range guide for city transportation investments by incorporating the vision of the community into an equitable and efficient transportation system. It evaluates the current transportation system and outlines policies and projects that are important for protecting and enhancing the quality of life in Tigard through the next 20 years by balancing the needs of walking, bicycling, driving, transit, and freight. The 2010 TSP includes household and vehicle trip projections for the River Terrace area, which means that the city will not be required to do additional analysis to meet the State's Transportation Planning Rule

The River Terrace TSP Addendum identifies several multi-modal street and intersection improvements in and around the River Terrace area. Key elements of the proposal include connections to existing streets in the adjacent Bull Mountain community to the east; roundabouts at key intersections where practicable; signalized intersections where new or existing streets connect to Roy Rogers Rd and Scholls Ferry Rd to accommodate cars, bicyclists, and pedestrians; and a signature street dubbed the “River Terrace Boulevard” that incorporates the River Terrace Trail. A list of recommended transportation system improvements with cost estimates are provided in Tables 5 and 6 and shown on Figures 7 and 8.

## II. Parks and Transportation Financing Strategies

During the January workshop, staff provided Council with background on the workplan and community outreach process for the financing strategies portion of the RTCP. During that workshop, Council provided direction to work on financial strategies for all infrastructure projects in River Terrace with a focus on financing infrastructure needed for development in the first five years.

In this workshop, staff will present progress on the financing strategies by focusing on two systems: Parks and Transportation.

## **OTHER ALTERNATIVES**

Council can choose not to provide direction on the master plan addenda or the financing strategies.

## **COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

River Terrace

Park land acquisition (strategy, funding, land dedication)

Complete Community Plan, zoning, adopted master plans

Growth/Annexation

Successfully complete River Terrace Community Plan

## **DATES OF PREVIOUS COUNCIL CONSIDERATION**

As of the preparation date of this AIS, Council was scheduled to approve the Water System and Sanitary Sewer Master Plan Addenda on June 10, 2014.

The financing strategies team presented Council with the Water System and Sanitary Sewer Master Plan Addenda and financing strategies for those systems on May 20, 2014.

The financing strategies team met with Council on January 21, 2014.

Council approved the contract for the River Terrace Community Plan (which includes the financing strategies) on June 25, 2013.

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## **Attachments**

River Terrace Park System Master Plan Addendum

River Terrace Transportation System Plan Addendum

Parks Financing Strategy

Transportation Financing Strategy

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City of Tigard

JUNE 2014

# River Terrace

## Park System Master Plan Addendum







City of Tigard

# River Terrace

community plan

## **City of Tigard Park System Master Plan Addendum**

June 2014



## **ACKNOWLEDGEMENTS**

We would like to thank the many citizens, staff, and community groups who provided extensive input into the development of this Plan. Special thanks are due to the members of the River Terrace Technical Advisory Committee and Stakeholder Working Group.

### **CITY STAFF**

Kenny Asher, Community Development Director  
Tom McGuire, Assistant Community Development Director  
Susan P Shanks, Project Manager and Senior Planner  
Steve Martin, Parks and Facilities Manager  
Michael Stone, City Engineer  
Marissa Grass, Associate Planner

This addendum was completed by Otak, Inc. of Portland OR, Project Manager – Derek Chisholm





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## I I. EXISTING PARK SYSTEM

The Park Plan outlines the need to acquire and construct new parks, preserve open spaces, enhance water quality, and provide recreational opportunities. A full inventory of city facilities and future projects may be found in the Park Plan.

On November 2, 2010, Tigard voters passed a \$17 million general obligation bond to fund the purchase of real property for parks and to fund a limited amount of park improvements. Most of the bond proceeds have been used to buy park land and open space. In the summer of 2013 alone, the city broke ground on four projects that were funded in full or in part by revenue from the parks bond.

Projects included:

- A new section of the Fanno Creek Trail (Main St. to Grant Ave.)
- Improvements at East Butte Heritage Park, including a playground, shelter, restroom, walking paths and a sidewalk along 103rd Ave.
- A new bridge in Jack Park, connecting a newly purchased property adjacent to the existing park.
- Parking, bike racks and landscaping at the Fanno Creek House on Hall Blvd.

In 2013, the city also completed the design for Dirksen Nature Park. This park project was identified as a high priority in the Parks Plan and in the Notice of City Measure Election provided to voters regarding the parks bond. The existing ball field will be re-oriented with a soccer field overlay. A restroom, interpretive shelter, and restoration plantings will also be installed.

Additionally, the Sunrise property, located near the River Terrace study area, was purchased as a future community park. This currently undeveloped parcel is located on the north side of Bull Mountain, at 150th Avenue and Sunrise Lane. The Sunrise Conceptual Master Plan—based on community meetings, stakeholder discussions and detailed site analysis—includes a soccer field, t-ball field, sports court, playground, restroom, shelter, overlook, pathways and parking for approximately 30 cars. The design will provide connections to Mistletoe Drive Trail to the north and the Cach Natural Area to the west. The 20-acre Sunrise property purchase marks one of the larger acquisitions made possible through the passage of the parks bond.

## I I I. PUBLIC INVOLVEMENT

Throughout the development of this Park Plan addendum, the city worked to create a plan for River Terrace that reflects community values and has community support. A variety of public involvement opportunities were made available to encourage participation in the decision making process, including several community open houses and monthly stakeholder working group and technical advisory committee meetings. The city sent out email notices for meetings and updates on milestones, and also maintained a webpage on the project, which included all meeting materials.

## IV. NEEDS ANALYSIS

This section describes the types of parks included in the Park Plan. It also includes an assessment of park needs in the River Terrace study area, with the understanding that individual sites will require site-specific studies and designs to determine what will ultimately meet the community's needs and address individual site opportunities and constraints.

### **Types of Parks**

#### Community Parks

Community parks provide a variety of active and passive recreational opportunities for all age groups and are generally larger in size and serve a wider base of residents than neighborhood parks. Community parks often include facilities for organized individual, family, and group activities. Community parks also provide opportunities for environmental education and community social activities.

Tigard's existing community parks are the 75-acre Cook Park and the 30-acre Summerlake Park. Community parks are the signature facilities in Tigard that promote community identity while also providing local park services to nearby residents.

#### Neighborhood Parks

Neighborhood parks are the foundation of the parks and recreation system, as they provide accessible recreation and social opportunities for nearby residents. When developed to meet neighborhood recreation needs, school sites may serve as neighborhood parks.

Tigard's existing neighborhood parks are Jack Park, Elizabeth Price Park, Bonita Park, Northview Park, and Woodard Park.

#### Tot Lots/Pocket Parks

Pocket parks provide recreation opportunities for residents in areas not adequately served by neighborhood parks, such as town centers or areas of high density development.

Tigard's existing pocket parks are Liberty Park and Main Street Park. These sites do not contain any park amenities, but they do provide green space and help to beautify the Tigard town center.

#### Linear Parks

Linear parks offer opportunities for trail-oriented outdoor recreation along built or natural corridors. They can also connect residents to major community destinations and provide active and passive recreation facilities to meet neighborhood needs. This is especially important in areas not adequately served by traditional neighborhood parks. Linear parks can vary greatly in width and length, with size often depending upon the intended uses and any adjacent natural resource areas that may require protection.

Tigard's existing linear parks are Commercial Park, Englewood Park, and Fanno Creek.

### Trails

Trails provide outdoor recreation along built or natural corridors. They also provide circulation and access through Tigard. They connect streets, reducing out-of-direction travel for pedestrians, bicyclists, and other non-motorized users. They are also used to get to schools, parks, employment, and shopping. Trails provide connections at varying levels from connecting neighborhoods to accessing the regional trail system.

Tigard has an extensive network of existing trails including sections of the Fanno Creek Trail, Tualatin River Trail, Summer Creek Trail, and Pathfinder Genesis Trail.

### Open Space

Open space land is publicly or privately-owned, undeveloped or minimally developed, and intended for either active or passive outdoor recreation. Open space land may include facilities that support nature- and trail-oriented recreation. It may also be undeveloped and primarily set aside for the protection of natural resources, such as fish and wildlife habitat. This type of land often includes wetlands or steep hillsides as well as land intentionally left undeveloped to protect surrounding land uses or manage stormwater. Open space land is sometimes referred to as greenspace or a greenway. Greenways are often linear in nature. There are many greenways along streams and drainageways in Tigard.

### **Level of Service**

During the WBMCP planning process, the City of Tigard, Washington County, and Tualatin Hills Park & Recreation District (THPRD) were all considered potential park and recreation providers.

As a result, the WBMCP created a hybrid standard using Level of Service (LOS) standards from both Tigard and THPRD.

Table 1 shows the WBMCP hybrid standards and the city's current standards. For this Park Plan addendum, the city's current standards will be used to assess park and recreation needs in River Terrace since it is within Tigard's city limits and the city applies these standards on a citywide basis.

**Table 1: Comparison of Park Standards**

Park Type	WBMCP Hybrid Standard	City of Tigard Standard
Community	3.0 acres / 1,000	3.0 acres / 1,000
Neighborhood	2.0 acres / 1,000	1.5 acre / 1,000
Tot Lot/Pocket	0.5 acre / 1,000 <sup>1</sup>	No standard
Linear	Contributes to Core Standard 10 acres / 1,000	1.25 acre / 1,000
Trail	No Standard	0.26 miles / 1,000 <sup>2</sup>
Open Space	No Standard	4.25 / 1,000

<sup>1</sup> Standards formatted as number of acres per thousand residents.

<sup>2</sup> From the 2012 Tigard Park System Development Charge (SDC) update.

Table 2 shows the total number of households and new residents anticipated in River Terrace once it is fully built out. These estimates are used to determine the park and recreation needs for River Terrace upon build out. This addendum does not identify park or recreation needs elsewhere in the city.

**Table 2: Build-out Assumptions for River Terrace**

Land Use Zone	Number of Households
R-4.5	218
R-7	1,225
R-12	674
R-25	470
<b>Total Households</b>	<b>2,587</b>
<b>Total Population<sup>1</sup></b>	<b>6,415</b>

<sup>1</sup> Based on assumed 2.48 persons per household.

As shown in Table 2 above, 2,587 households are anticipated based on the number of dwelling units allowed by zoning, which equates to roughly 6,415 new residents. Table 3 shows the estimated needs for new parks and trails based on these estimates. The largest acreage demand is for Community Parks (19.25 acres).

**Table 3: Park Needs for River Terrace**

Park Type	City Standard	Park Need
Community	3.0 acres / 1,000	19.25 acres
Neighborhood	1.5 acre / 1,000	9.62 acres
Tot Lot/Pocket	No standard	NA
Linear	1.25 acre / 1,000	8.02 acres
Trail	0.26 miles / 1,000	1.67 miles
Open Space	4.25 / 1,000	27.26 acres
Core Standard <sup>1</sup>	10.0 acres / 1,000	64.2 acres

<sup>1</sup> All park types, with the exception of trails, contribute toward meeting the core park standard of 10 acres per 1,000 residents regardless of whether they have their own standard or not.

As shown in Table 3 above, the city’s core standard is 10 acres of park land for every 1,000 residents. This standard provides an overall measure of park and recreation levels of service, regardless of the mix of facility types. This standard is met when the total of all parks, including those that have no specific standard (e.g. tot lots, pocket parks, and open space areas), meets or exceeds 10 acres per 1,000. Trails not otherwise located within other park types, such as linear parks, do not count toward meeting the core park standard as they are measured by length, not area.

## V. RECOMMENDATIONS

This section includes a recommended park system plan for the River Terrace study area, including a framework for siting parks and trails throughout the area. It also includes design guidelines, park amenity descriptions, cost estimates, and implementation strategies related to land acquisition and park development.

### Park System Plan

The city is committed to meeting all adopted park and trail standards within the River Terrace study area. The following recommendations provide a starting point for describing and showing how these standards can be met. However, given that these standards can be met in many different ways, it is expected that the size and number of parks that are eventually built in River Terrace may vary from what is presented in this addendum.

The parks envisioned for River Terrace include the following:

#### Community Parks

River Terrace shall be served by at least two Community Parks, one in the north and one in the south, as shown on Figure 2. The combined size of the recommended Community Parks is 19.25 acres, which meets the city standard.

### Neighborhood Parks

River Terrace shall include approximately six Neighborhood Parks, distributed evenly with one for each of the six neighborhood areas that were identified in the WBMCP as shown on Figure 3. Each neighborhood area is roughly one-half mile across and about 85 acres in size. The combined size of the recommended Neighborhood Parks is 9.62 acres, which meets the city standard.

### Tot Lots/Pocket Parks

Tot lots and/or pocket parks may be provided in association with private development.

### Linear Parks

River Terrace shall include linear parks in appropriate areas to an extent that meets the city standard. Linear parks shall be co-located with all planned trails where practicable.

### Trails

River Terrace shall include a major trail system designed to connect to nearby regional trails, such as the Westside Trail, and to South Copper Mountain trails in the north. The proposed River Terrace Trail shall extend through the heart of River Terrace from Scholls Ferry Road in the north to 150<sup>th</sup> Avenue in the southeast corner of the study area in the south. River Terrace shall also include connecting trails in the south, one connecting with the Tonquin Trail in Sherwood and the other connecting the school site with 150<sup>th</sup> Avenue. Figure 4 shows the recommended River Terrace trail system. The combined length of these trails is 3.01 miles, which exceeds the city's standard by 1.34 miles.

### Open Space

In addition to parks and trails, an additional 65 acres of open space, largely along stream corridors and wetlands, shall be protected from development. These areas provide open space that contributes to meeting the city's Core Standard.

### Core Standard

By providing the parks and trails as recommended above, the city will meet and/or exceed its standards for specific park types and trails as well as the Core Standard of 10 acres/1,000 residents. Table 4 below provides a summary of these recommendations.

**Table 4: Park Recommendations for River Terrace**

Park Type	Park Need	Recommendation
Community	19.25 acres	19.25 acres minimum (Locations and exact sizes TBD)
Neighborhood	9.62 acres	9.62 acres minimum (Locations and exact sizes TBD)
Tot Lot/Pocket	No Standard	May be provided by development
Linear	8.02 acres	8.02 acres minimum (Locations and exact sizes TBD)
Trail	1.67 miles	3.01 miles proposed
Open Space	27.26 acres	65 acres under natural resource protection
Core Standard <sup>1</sup>	65.82 acres	104.9 acres

<sup>1</sup> All park types, with the exception of trails, contribute toward meeting the core park standard of 10 acres per 1,000 residents regardless of whether they have their own standard or not.

**Park Locations**

Unlike the WBMCP, this addendum does not provide specific locations for community and neighborhood parks, as it is problematic to identify specific properties as park sites in advance of acquisition. Owners of such properties may not wish to sell and/or their asking price may be too high. As a result, park locations for River Terrace will be determined at the time of development or at the time of acquisition by the city.

Due to the amount of acreage needed for the community parks, securing the land for these parks is a priority. However, the city will not be able to make any potential community park sites public until purchase agreements have been finalized. As for other parks and trails, it is expected that the location and development of neighborhood parks, linear parks and trails will be done through negotiations with landowners and developers on an ongoing basis as development occurs. It is envisioned that Neighborhood Parks will be evenly distributed throughout River Terrace with at least one park for each of the neighborhoods identified in the WBMCP planning process.

Figure 2: River Terrace Parks Master Plan, Community Parks

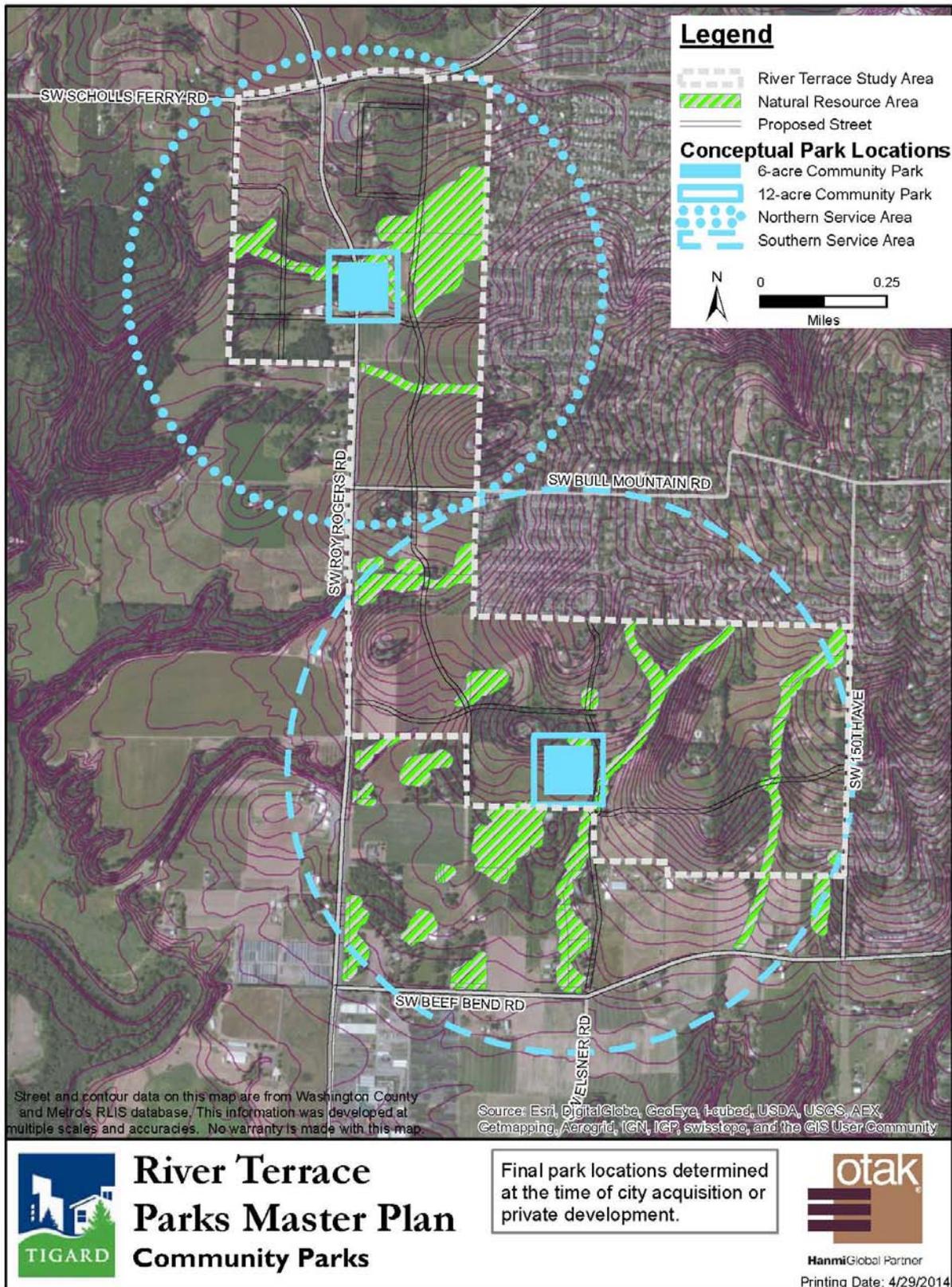


Figure 3: River Terrace Parks Master Plan, Neighborhood Parks

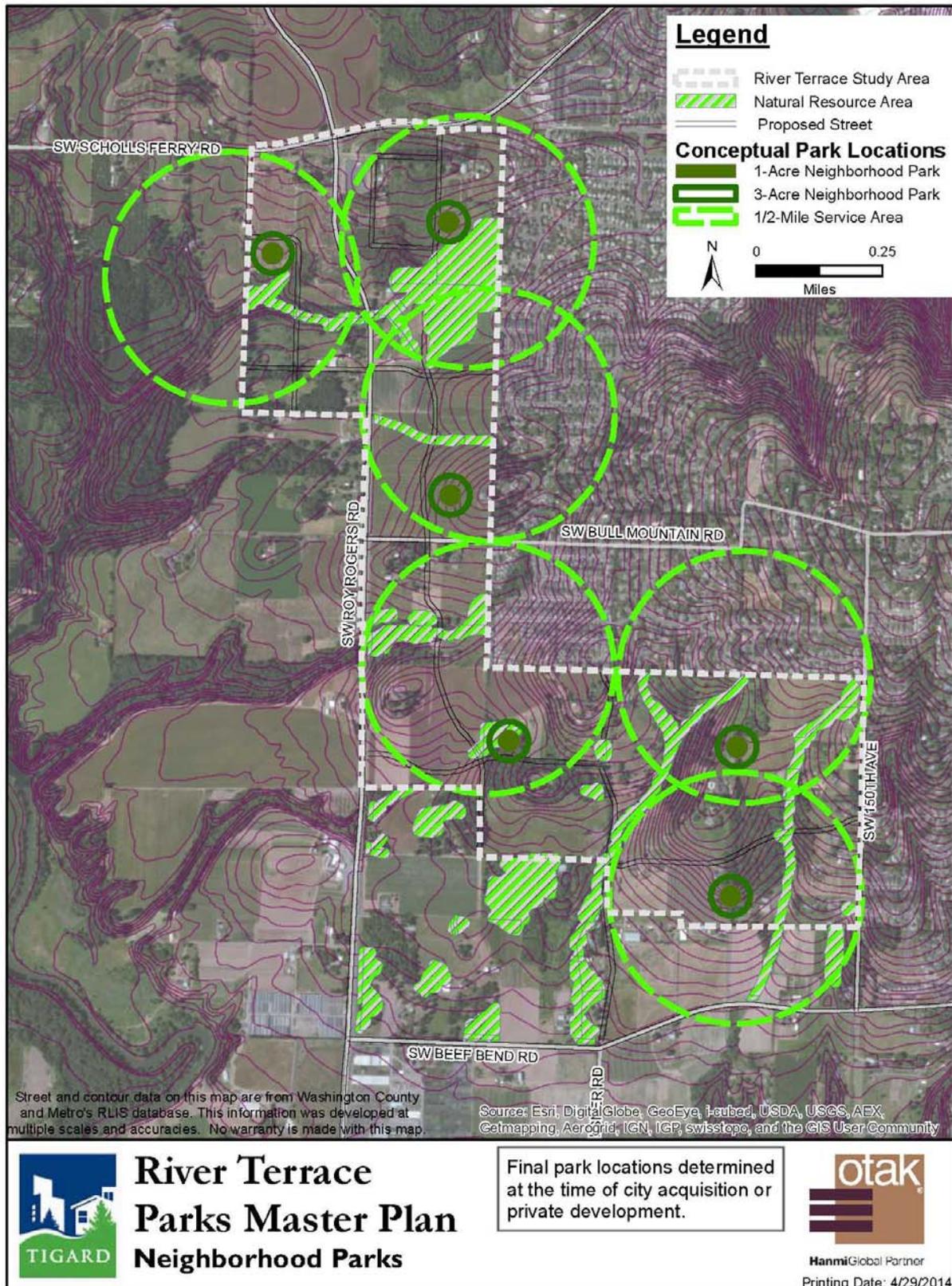
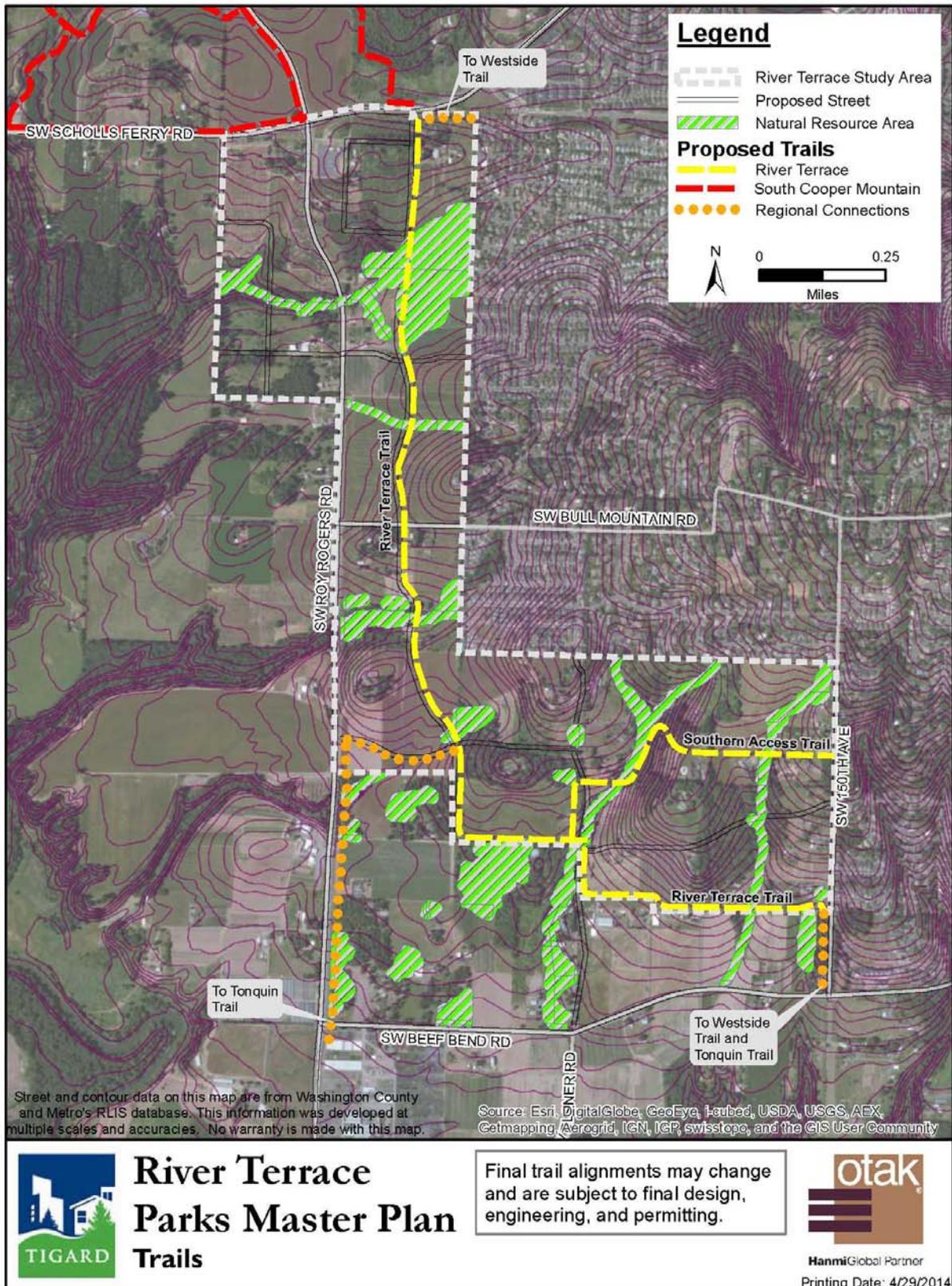


Figure 4: River Terrace Parks Master Plan, Trails



## **Park Design Guidelines**

The city's design guidelines address development for each park type in Tigard. The guidelines provide direction regarding the types of amenities and facilities that should be provided in parks, as well as other supporting facilities to be considered. They are located in Appendix B of the Park Plan, and are not repeated here.

The following design recommendations supplement the adopted design guidelines of the city. These were developed during the WBMCP process and have been confirmed in the River Terrace community planning process.

### Trails

- Coordinate and design the River Terrace Trail to seamlessly integrate with the main N-S Collector Street while maintaining its identity as a trail.
- Coordinate and design the River Terrace Trail to connect with the Westside Trail. This regional trail is east of River Terrace and aligned along an electric transmission corridor owned by PGE and BPA.
- Provide trail connections between individual developments, park land, and the citywide trail system whenever possible.
- Ensure safe roadway crossings where trails intersect with roadways. Ensure safe trail travel where trails cross driveways.
- Coordinate trail development with roadway development where appropriate.
- Develop trail access standards as needed.
- Where trails are proposed on land not owned by the city, work with property developers and owners to provide access for the public through easements or other dedications of land.
- Develop a trail signage plan and implement new signs throughout the system. The signage plan should include standards for kiosks with system maps, trailhead signs indicating distance and difficulty and trail signs posted along the route.

### Parks

- Ensure safe roadway crossings where residents will access parks.
- Look for opportunities to create an off-leash dog area.
- Consider use of some park types in combination with protected natural areas, stormwater quality/quantity facilities and pump station locations. There are many examples in nearby communities.
  - At Winkelman Park in Beaverton, there are stormwater swales at the south end of the soccer field slope and also near the dog park.
  - In Clackamas County, the design for Sunnyside Village Green Park includes a stormwater detention pond. During the summer months, the dry depression area formed by the pond serves as an open grass play area and amphitheater. In extreme storm events in the winter, water slowly fills the depression providing needed storage. To create interest during the winter, berms are also designed into the depression. These berms in the bottom turn into islands as the water level rises. The staggered elevations results in one island being submerged as another island appears.

These design guidelines are not created with the intent to apply a cookie-cutter approach to park planning and design. All parks, trails, and open spaces should be developed to respond to the unique needs and character of the park/trail environment and nearby residents. A strong community involvement process, involving neighbors, special interest and cultural groups and maintenance staff, will help to determine the best design for a particular park.

### **Cost Estimates**

Below are the assumptions used to develop cost estimates for park and trail development in River Terrace.

- Estimates include typical park programs and facilities. Individual park master plans to be developed in the future to reflect the desires of the community and specific site opportunities and constraints.
- The cost estimate for the River Terrace Trail is not included in the parks cost estimate. The costs associated with this trail are included in the River Terrace Transportation System Plan Addendum.
- Costs for trails located within parks are part of the costs shown for those parks.
- Costs for stream crossings by trails have been factored into the trail estimates.
- Costs for site grading, site preparation, planning, designing, permitting, and project administration have been factored into all trail and park estimates.
- Costs for frontage improvements have been factored into the community park construction estimates.
- Costs for irrigation have been included for some parks and include the materials and installation for a minimal irrigation system designed to irrigate large areas of open space with the minimal number of irrigation heads.
- Acquisition for areas required for stormwater management within park facilities to be negotiated in the future by Clean Water Services (CWS) and/or the City of Tigard.
- Tot lots and pocket parks are typically considered a developer responsibility and are not included in the parks cost estimate.

Table 5 shows the cost estimates for the recommended River Terrace park and trail system plan. They are primarily derived from cost estimates and assumptions contained in the 2009 West Bull Mountain Parks Cost Estimate and from the information provided in Table 6 for specific park elements. They have been updated, as appropriate, based on recent data from park purchases and development in the City of Tigard.

**Table 5: Park Cost Estimates for River Terrace**

Park Type	Total Acreage/ Mileage	Land Acquisition Costs	Construction Costs	Planning, Design, Permitting, Admin (35%)	TOTAL COSTS
Community	19.25 acres	\$7,508,000	\$6,212,000	\$2,174,000	<b>\$15,894,000</b>
Neighborhood	9.62 acres	\$3,752,000	\$2,204,000	\$771,000	<b>\$6,727,000</b>
Linear	8.02 acres	\$3,128,000	\$169,000	\$59,000	<b>\$3,356,000</b>
Trail	0.73 miles <sup>1</sup>	\$690,000	\$566,000	\$198,000	<b>\$1,454,000</b>
<b>TOTAL COSTS</b>		<b>\$15,078,000</b>	<b>\$9,151,000</b>	<b>\$3,202,000</b>	<b>\$27,431,000</b>

<sup>1</sup> There are 3.01 miles of recommended trails in River Terrace, but only 0.73 miles of trail are included in this table for cost estimating purposes. The costs associated with the River Terrace Trail, which accounts for the remaining 2.28 miles of recommended trail, are included in the River Terrace Transportation System Plan Addendum

**Table 6: Park Element Cost Estimates for River Terrace**

Park Element	Description	Cost Estimate	Supporting Images
Parking Lot	Dedicated, off street, 20 stalls per ball field, \$3,000 per stall	\$100,000	
Restroom	Two unisex stalls, concrete	\$150,000	

Park Element	Description	Cost Estimate	Supporting Images
Paved Path	8' wide asphalt	\$30,000/ acre or \$36.00/ linear foot	
Play Elements	Equipment, swing sets, seating, safety surfacing	Small - \$25,000 Medium - \$60,000 Large - \$100,000	
Site Furnishing	Bench and setting <sup>1</sup>	\$1,000	
Picnic Shelter	Areas and structures with pre-fabricated construction	Small - \$25,000 Medium - \$60,000 Large - \$100,000	

<sup>1</sup> For the WBMCP cost estimating, the cost for benches was shown as \$2,000 in the list of assumptions, but only \$500 per bench when the costs for specific parks were calculated.

Park Element	Description	Cost Estimate	Supporting Images
Off-leash Dog Area	1-2 acre, minimal improvements, fenced	\$80,000/ acre non-irrigated	
Basketball Court	40' x 70' asphalt	\$35,000	
Tennis Court	Standard doubles, with fencing	\$50,000	
Sports Fields	Min. 2 acres, buffers, & under-drain. Soccer - 200' x 335' Football - 160' x 360' Softball - 270' x 270' Baseball - 350' x 350'	Soccer - \$250,000 Football - \$200,000 Softball - \$300,000 Baseball - \$450,000	

Park Element	Description	Cost Estimate	Supporting Images
Water Feature		Small - \$150,000 Medium - \$500,000 Large - \$1,000,000	
Amphitheater		Small - \$200,000 Medium - \$500,000 Large - \$1,000,000	
Interpretive Signage	4' x 8' with graphics	\$5,000/ sign	
Non-paved Path	8' wide gravel or similar	\$20,000/ acre or \$24/ linear foot	
Trailheads	500 sq. ft. seating, signage, small shelter	\$50,000	

Park Element	Description	Cost Estimate	Supporting Images
Community Commons/ View Points	Paved Plaza – 10,000 sq. ft.	\$150,000	
Community Garden	10' x 10' plots, 4' chain link fence, hose bibs	\$75,000/ acre	
Natural Vegetation Buffer	50' wide, includes new plantings	\$100/ linear foot (Restore- \$45,000/ acre)	
Unstructured Open Space	Grading, drainage, planting areas	\$75,000 /acre – irrigated \$35,000/ acre – non-irrigated	

### Potential Strategies for Acquiring and Developing Parks

With more than 452 acres of parks, greenways and natural areas, the City of Tigard provides a variety of options for recreation, while protecting the area’s natural beauty and providing valuable wildlife habitat. River Terrace, on the other hand, currently has no parks, nor does it have any land dedicated to park use. City standards dictate the types of facilities needed (e.g. neighborhood park, community park, etc.), but the city currently does not have the kinds of regulatory tools or incentives in place to ensure the development of the trail and park system envisioned in River Terrace.

This section explores implementation mechanisms for the acquisition of park land and the development of park and recreation facilities. In general, there are two primary means of park land acquisition: outright purchase of land by local government and code provisions that require dedication of land by development. Additional means are discussed in Table 7 below.

**Table 7: Comparison of Park Land Acquisition Approaches**

Approach	Description	Pros	Cons
Fee Simple Acquisition of Undeveloped Land	City purchases land from current owners.	Straightforward, local control of land selection.	Can have high costs. May not occur before platting of land. Requires funds “in hand.”
Mandatory Dedication of Land	Code requires developer to set aside land.	Little to no cost to city.	Developer selects park site. Challenges in determining what is proportionate.
Fee-in-Lieu (of Mandatory Dedication)	Code allows developer to pay fee-in-lieu of setting aside land.	Allows city to select sites using funds from development projects.	Need to collect funds first or establish borrowing mechanism. Still requires a means for the city to protect a portion of private property for later park development.

Approach	Description	Pros	Cons
Developer Provides Turnkey Park	Developer plans, designs, and constructs park.	No cost to city.	Requires coordination and development of a new approval process. May not be supported by development community and may be legal issues.
Purchase of Easements	City does not purchase land, only an easement. Often used for trails.	Less expensive than fee-simple acquisition.	Limited applicability and limited benefit for land owner. Possible management requirements related to monitoring.
Purchase of Development Rights	City preserves land by restricting future development while continuing existing use. Often used for farms and forestry.		Often voluntary only. Can have high costs.
Outright Donation	Property owners donate land to the city. Often undevelopable land.	Little to no cost to city.	Unlikely to occur in the necessary locations and sizes.
Transfer of Development Rights	Transfers development allowance away from lands planned for parks.	Resources can be protected without huge capital expenditures. Can be built into Planned Development process.	Can be complicated program to establish. No worthy precedents in region. Not permitted in current zoning districts.

In addition to the park land acquisition approaches described above, the following approaches to acquiring and developing parks may be appropriate in River Terrace. Peter Harnik directs the Trust for Public Land’s Center for City Park Excellence and is the author of *Urban Green: Innovative Parks for Resurgent Cities*. In his book, Harnik describes 14 ways to provide innovative parks. Of these 14 ways, the following three are applicable to River Terrace:

1. Make double use of stormwater facilities. Stormwater facilities can be well designed and integrated with open space plans. With significant need for stormwater management in River Terrace, this approach may be applicable. During the WBMCP, it was assumed that parks and storm facilities would be co-located. Harnik cites High Point in Seattle as a good example.



2. Use urban renewal. This is more a funding mechanism than an instrument to acquire property. However, within an urban renewal area, creative land banking, parcel aggregation, and other changes can help to ensure adequate park land. Portland’s Pearl District is cited as an example of this method.
3. Benefit from boulevards. Harnik points out how wide boulevards with landscaped centers and edges can provide many of the same benefits as a park. Boston’s Commonwealth Avenue is a great example of this. The River Terrace Trail could use design concepts such as this.

In the next section, two case studies explore how other jurisdictions are acquiring park land and developing parks. The first case is from Portland, and is meant to provide some guidance on the procedures related to land acquisition. The second case is from Canby, and focuses on their Parkland Dedication Ordinance.

Case Study: City of Portland  
Fee Simple Acquisition

In 1903, John Charles Olmsted delivered the *Report of the Park Board, Portland, Oregon*. Olmsted urged the integration of natural areas in a comprehensive park system. He recommended acquisition of the wooded hills west of the Willamette River for a park with a wild, woodland character. In 1948, 4,200 acres were formally dedicated as Forest Park.

In more recent years, natural area acquisition has been guided by Metro’s Greenspaces Master Plan, other Metro and city plans, and local target area acquisition plans. Between 1990 and 2005, Portland Parks and Recreation added 750 acres of natural area to its management portfolio, primarily from its 1995 bond measure. Currently, the City of Portland utilizes a Capital Project Request Criteria and Rating System. This rating system enables the city to fairly evaluate recommended park purchases. The criteria are as follows:

- |   |               |
|---|---------------|
| • Legal Compliance                      | Max 5 points  |
| • ADA Compliance                        | Max 10 points |
| • Public Support                        | Max 10 points |
| • Conforms to city or PP&R Plans        | Max 10 points |
| • Improves Level of Service             | Max 10 points |
| • Equity                                | Max 15 points |
| • Human Health and Safety               | Max 15 points |
| • Protects Capital Assets or Facilities | Max 15 points |
| • Environmental Quality                 | Max 10 points |

- Project Financing/ Business Opportunity      Max 10 points
- Maintenance Financing                              Max 5 points
- Effect on Operating Budget                        Max 10 points

Once Portland has evaluated the merits of a specific purchase, it funds these purchases with instruments similar to those employed in Tigard. These include: the city's general fund, system development charges, special levies, grants, donations, and funds from partners such as the Portland Development Commission.

Case Study: City of Canby  
Mandatory Dedication

Chapter 3 of Canby's 2002 Park and Open Space Acquisition Plan contains an *Acquisition Framework*. This framework for land acquisition establishes priorities for future acquisition of park land in Canby. It also provides direction for the evaluation and acquisition of land. The City of Canby has also adopted a Dedication Ordinance, which enables them to provide park land through the development review process. Canby's *Parkland Dedication Ordinance* allows for land exactions from development projects and the payment of fee-in-lieu. The main parks acquired through the ordinance are neighborhood parks.

**Canby Municipal Code**

*16.120.020 Minimum standard for park, open space and recreation land*

*A. Parkland Dedication: All new residential, commercial and industrial developments shall be required to provide park, open space and recreation sites to serve existing and future residents and employees of those developments....*

*3. Calculation of Land Required: The total requirement of park, open space and recreational land shall be 0.01 of an acre per person based on the city standard of 10 acres of land per 1,000 residents. This standard represents the land-to- population ratio the City of Canby requires for city parks, and may be adjusted periodically through amendments to the Parks and Recreation Master Plan....*

Canby added this tool to its previous capital project and acquisition approach, which is similar to what is used today in Tigard. Mandatory dedications and fee-in-lieu of dedications have greatly improved Canby's ability to acquire park land and protect open space. The dedication ordinance sets forth specific criteria to help the City of Canby decide whether to accept a specific site.

Canby requires an environmental assessment of the proposed land prior to any park land dedication. If the land is deemed to be unsuitable, the developer pays a fee-in-lieu of dedication. Fees gathered in this manner are later used to acquire park land through outright purchase. Fee-in-lieu of dedication is a common way for communities to acquire park and open space and have stood up to court challenge. The courts generally accept fee-in-lieu of dedication if the fee is deemed not to put an undue burden on the developer.

Canby also allows partial credit for land dedicated to trails within the 100-year floodplain.



City of Tigard  
**River Terrace**  
community plan

**City of Tigard**  
**Transportation System Plan Addendum**

June 2014



## ACKNOWLEDGEMENTS

We would like to thank the many citizens, staff, and community groups who provided extensive input into the development of this Transportation System Plan Addendum. Special thanks are due to the members of the River Terrace Technical Advisory Committee and Stakeholder Working Group.

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## Introduction

In 2010, the city of Tigard updated the community's Transportation System Plan, hereafter referred to as the TSP. The TSP serves as a long term guide for city transportation investments by incorporating the vision of the community into an equitable and efficient transportation system. It evaluates the current transportation system and outlines policies and projects that are important to protecting and enhancing the quality of life in Tigard through the next 20 years by balancing the needs of walking, bicycling, driving, transit and freight. The City Council adopted the TSP on November 23, 2010.

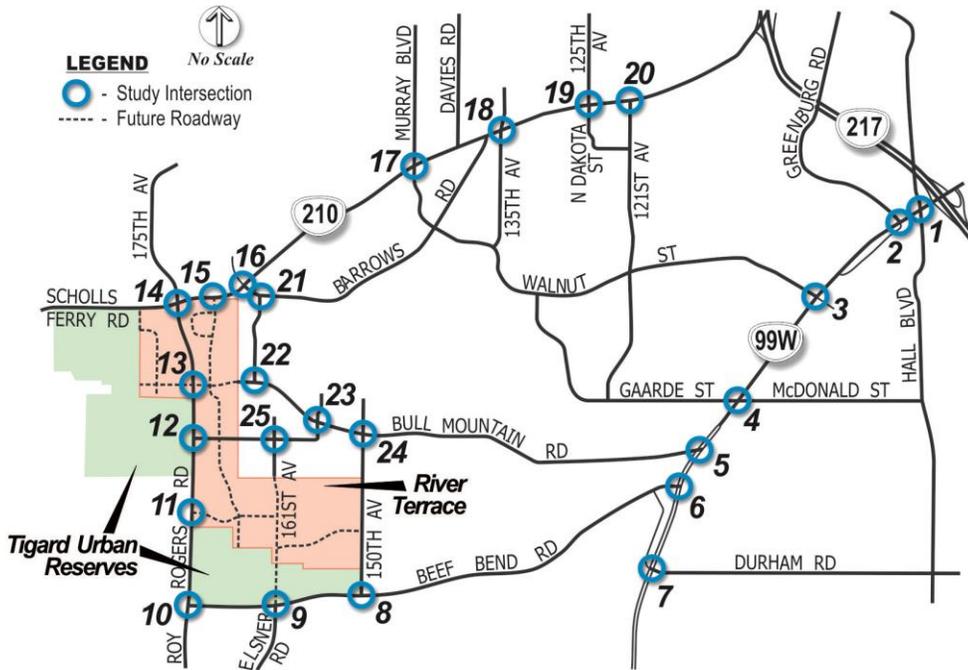
Since the adoption of the TSP in 2010, the West Bull Mountain Concept Plan (WBMCP) was completed and adopted by Washington County and the city. The area now known as River Terrace (and formerly known as West Bull Mountain) was also annexed to the city. This addendum provides an update to the TSP specific to the River Terrace study area and contributes to the city's broader goal of completing a River Terrace Community Plan.

The nearly 500 acres encompassing the River Terrace Community Plan study area was brought into the Metro Urban Growth Boundary in 2002 and 2011 to accommodate future growth. This land, coupled with adjacent City of Tigard Urban Reserves, was studied to identify appropriate areas for urbanization, natural resource protection, and trunk infrastructure. Prior to establishing and as a part of adopting the needed zoning to allow for development in suitable areas, the city was required to update all public facilities plans, including the TSP. This effort began with the West Bull Mountain Concept Plan, which will serve as the foundation for the River Terrace Community Plan, upon which new information obtained from this system analysis and stakeholder input was used to address changing transportation needs in the area.

Lands within the River Terrace Community Plan study area are within the Urban Growth Boundary (UGB) and will be addressed in this community plan to describe their intended zoning and development implementation. Lands within the Urban Reserve are not available for urban development until they are brought into the UGB.

This transportation system analysis includes two levels, local and regional. The local level analysis includes the immediate River Terrace Community Plan study area, and is generally bounded by Scholls Ferry Road to the north, Beef Bend Road to the south, Roshak Road/ 150th Avenue to the east, and Roy Rogers Road to the west. The regional level analysis includes several major streets that provide connections to the River Terrace Community Plan study area. The 25 intersections shown in Figure 1 have been identified as study intersections.

**Figure 1: Study Area**



## Transportation Vision for River Terrace

The River Terrace Community Plan envisions an interconnected network of multi-modal streets, one that conforms with the rolling topography and builds upon and connects with the existing streets in the area. The streets are designed to accommodate all modes of travel for users of all ages and abilities where possible. They are also designed to safely connect people to where they need to go, providing residents and visitors with a number of travel choices to their destinations. The streets are also envisioned to be more than just places for automobile travel, recognizing that they are also where people gather, walk, bike, access transit, and park their vehicles.

As a major street connection through the River Terrace area, Roy Rogers Road will continue to connect residents, commuters, and visitors to the regional transportation system. It will be designed in a manner to serve the through travel demand, while still being viewed as an asset to the neighborhood rather than a barrier. Those walking and cycling will be accommodated with safe and comfortable facilities along the street and at each street intersection. For those driving, the street will be widened to four travel lanes with a center turn lane or median.

To the east and west of Roy Rogers Road will be a connected network of streets and shared-use paths providing on- and off-street connections to schools, parks, housing and shopping. Primary street connections to Roy Rogers Road for those driving in the River Terrace area will be via Lorenzo Lane, Bull Mountain Road, and a new street located midway between Bull Mountain Road and Beef Bend Road. These streets will employ design techniques to create safe, slow streets without significantly

changing vehicle capacity. These design techniques will help mitigate the impacts of traffic on adjacent residences and effectively balance safety, comfort, and mobility.

Those walking and biking in the River Terrace area will be accommodated primarily through sidewalks, off-street trails, or on-street shared facilities. Bike lanes, or parallel off-street facilities, will be required along the major street system (i.e. along arterial and collector streets). Off the main street system will be a network of comfortable, low-stress walking and biking routes between neighborhoods and local parks, schools, and shopping areas.

## South Cooper Mountain Concept Plan Coordination

The City of Beaverton is currently involved in a concept planning process for the South Cooper Mountain annexation area, located northwest of the Scholls Ferry Road/175<sup>th</sup> Avenue intersection. The long range build-out of this area (both UGB areas and Urban Reserves) is estimated to include over 8,100 housing units and more than 450 jobs. These updated housing and employment assumptions for the South Cooper Mountain Concept Plan were incorporated into the traffic analysis work for the River Terrace Community Plan to coordinate these two parallel planning efforts. This helped to more accurately forecast future traffic volumes along streets in the area, including regional routes such as Scholls Ferry Road and 175<sup>th</sup> Avenue-Roy Rogers Road that provide primary access to both sites.

## Future Growth in River Terrace

Land use is a key factor in developing a functional transportation system. The amount of land that is planned to be developed, the type of land uses, and how the land uses are mixed together have a direct relationship to the expected demands on the transportation system. Understanding the amount and type of land use is critical to maintaining or enhancing transportation system operations.

The nearly 500 acres in the River Terrace Community Plan area were designated with specific land uses in the West Bull Mountain Concept Plan. These land uses were adopted by the city of Tigard in 2012. They serve as the foundation for the development of zoning in the River Terrace Community Plan area.

The impact of the increased vehicle trip generation on the surrounding transportation system, as a result of the adopted land uses, was evaluated through the year 2035. The new information obtained from this system analysis was used to refine the recommendations contained in the West Bull Mountain Concept Plan. The result is a set of transportation improvements and standards that updates the Tigard TSP for the River Terrace area.

## Traffic Forecasting

Future traffic forecasts were prepared for 2035 for two major scenarios:

- **2035 Existing Tigard TSP** – This scenario assumes the land uses within Washington County’s version of Metro’s Regional Travel Demand Forecast Model. This scenario includes 3,294 households and 391 employees in the River Terrace area and closely matches the forecast of the 2010 Tigard Transportation System Plan.<sup>1</sup> It assumes build-out of the urban reserves in the region outside of the City of Tigard planning influence area, and some growth within the Tigard urban reserves. It also includes the improvement projects listed in the “Baseline Transportation System Improvements” section and the traffic volumes shown in Figures 2a and 2b.
- **2035 River Terrace Update** – This scenario assumes the highest level of potential development for the River Terrace area (2,587 households and 149 employees). It assumes build-out of the urban reserves in the region outside of the City of Tigard planning influence area (e.g. South Copper Mountain area), but no growth within the Tigard urban reserves. It also includes the improvement projects listed in the “Baseline Transportation System Improvements” section and the traffic volumes shown in Figures 2a and 2b.

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<sup>1</sup> - This scenario is assumed to closely match the forecast of the 2010 Tigard TSP, but is not identical since different versions of the Regional Travel Demand Model were used. The land uses are based on the disaggregated Washington County Model.

Figure 2a: 2035 Traffic Volumes (PM Peak)

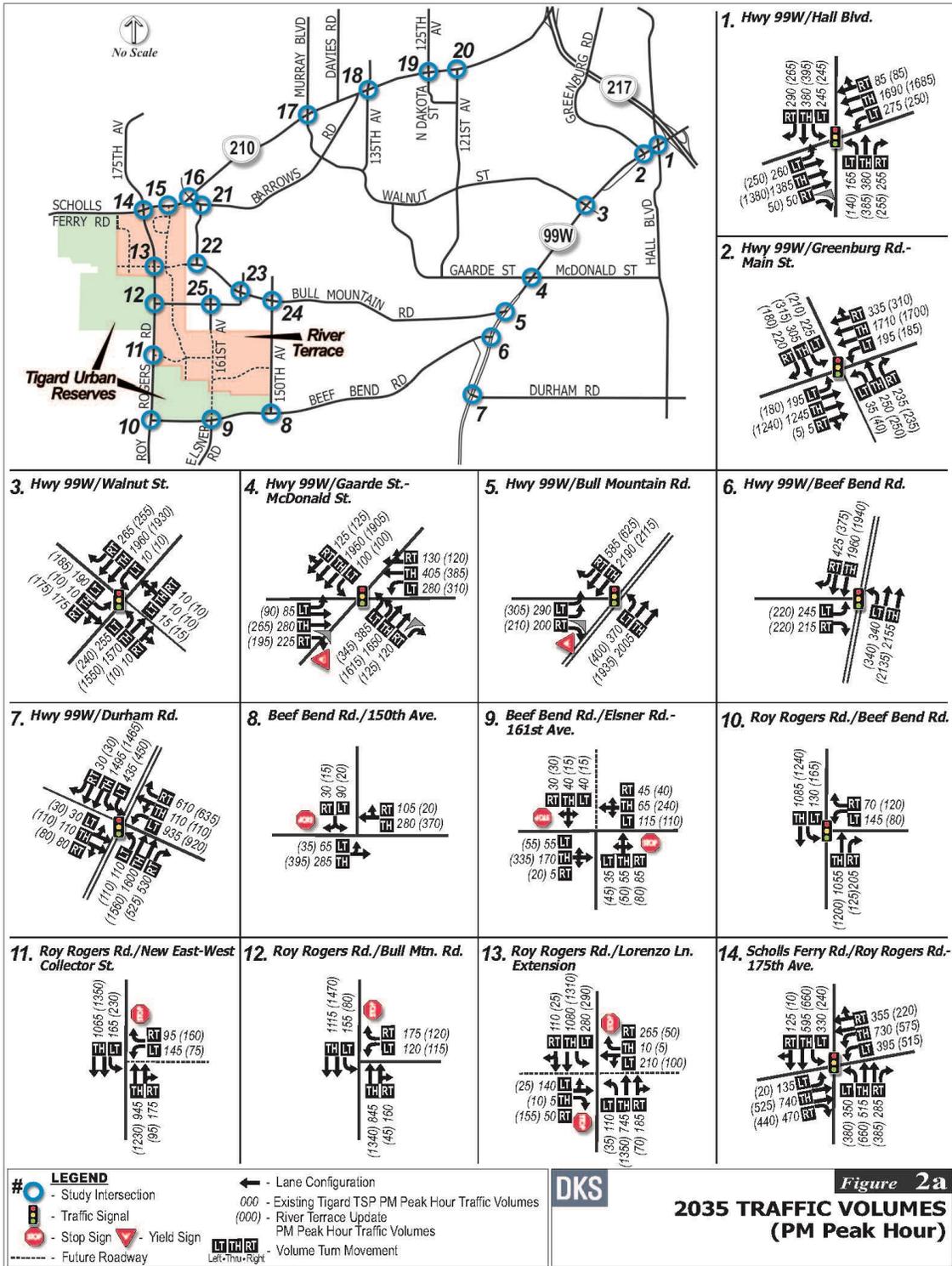
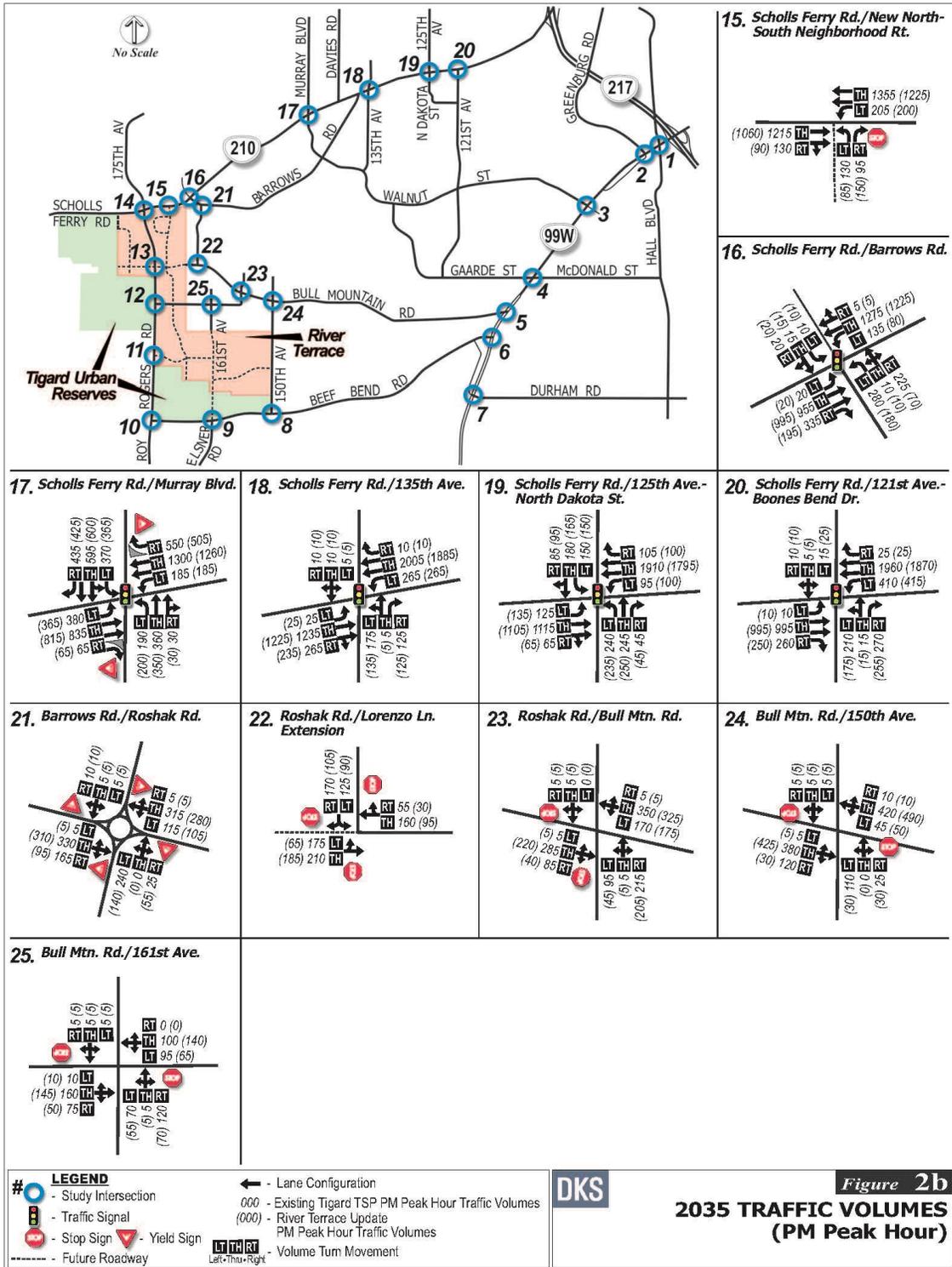


Figure 2b: 2035 Traffic Volumes (PM Peak)



## Baseline Transportation System Improvements

The starting point for the 2035 system analysis relied on the list of street system improvement projects located in the study area or at study intersections contained in the Tigard, Beaverton, and Washington County Transportation System Plans. Since these projects are expected to be funded (i.e. are identified as financially constrained), they were used in the baseline traffic forecasts for the River Terrace Community Plan analysis for 2035. In addition, the street extensions envisioned in the West Bull Mountain Concept Plan were assumed, despite not being funded, since they will be needed before development can occur. The improvements that were assumed include:

- Lorenzo Lane extension, Woodhue Street extension, 161<sup>st</sup> Avenue extension, two north-to-south routes (one to the east and one west of Roy Rogers Road), and two east-to-west routes south of Bull Mountain Road (Source: West Bull Mountain Concept Plan)
- Scholls Ferry Road widening to five lanes from Teal-Horizon Boulevard to west of 175th Avenue-Roy Rogers Road (Source: Washington County)
- Roy Rogers Road widening to five lanes from just north of Scholls Ferry Road to the south Urban Growth Boundary, north of Beef Bend Road<sup>2</sup> (Source: Draft Washington County TSP)
- Traffic signal installation at the Roy Rogers Road/Beef Bend Road intersection (Source: Washington County)
- Durham Road widening to five lanes from Highway 99W to Upper Boones Ferry Road (Source Tigard TSP Project # 39 and # 40)
- Davies Road extension from Scholls Ferry Road to Barrows Road, and closure of the existing Barrows Road (east) connection to Scholls Ferry Road (Source Beaverton TSP Project # 41 and # 252)
- Highway 99W/ Gaarde Street-McDonald Street intersection improvements to include widening Highway 99W to add a third southbound through lane, a second northbound left turn lane and a northbound right turn lane, and widening Gaarde-McDonald Street to add a second through lane (Source: Tigard TSP Project # 66k)

In addition, several non-specific improvement projects were identified at study intersections along Highway 99W in the Tigard Transportation System Plan. This includes improvements at the Walnut Street, and Durham Road intersections. Further refinement is necessary to determine the extent of improvements that could be achieved with the allocated TSP budget at each of these locations. Lacking these specific details, no baseline improvements were assumed to occur at these intersections despite being financially constrained in the Tigard Transportation System Plan.

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<sup>2</sup> - This project is included in the Draft Washington County TSP and is assumed to be needed by 2035.

## Estimating Driving Trips

A determination of future street network needs requires the ability to accurately forecast travel demand resulting from estimates of future population and employment in the River Terrace study area, and the rest of the city and Metro region. The objective of the transportation planning process is to provide the information necessary for making decisions about how and where improvements should be made to create a safe and efficient transportation system.

The travel demand forecasting process generally involves estimating travel patterns for new development based on the decisions and preferences demonstrated by existing residents, employers and institutions around the region. Travel demand models are mathematical tools that help us understand future commuter, school and recreational travel patterns including information about the length, mode and time of day a trip will be made. The latest travel models are suitable for motor vehicle and transit planning purposes, and can produce total volumes for autos, trucks and buses on each street and highway in the system. Model forecasts are refined by comparing outputs with observed counts and behaviors on the local transportation system. This refinement step is completed before any evaluation of system performance is made. Once the traffic forecasting process is complete, the 2035 volumes are used to determine the areas of the street network that are expected to be congested and that may need future investments to accommodate growth.

Washington County has a travel demand model that is based on Metro’s regional travel demand model. For River Terrace, the Washington County travel demand model was refined to reflect the proposed land use and roadway network.

## Land Use and Motor Vehicle Trip Assumptions

The zoning developed during the River Terrace Community Plan process equates to about 2,587 housing units and a neighborhood commercial/mixed-use area with approximately 40,000 square feet. To convert concept plans of neighborhood commercial land uses into forecasts in the travel demand model, estimates of land use by acreage were converted into employment figures (i.e. number of retail employees or other employees). Table 1 describes the assumptions that were used. In the Tigard TSP, vehicle trips within the River Terrace area were estimated based on around 700 additional housing units<sup>3</sup>, i.e. 3,294 vs. 2,587 housing units as shown in Table 1.

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<sup>3</sup> The land uses in the urban and urban reserve areas of River Terrace were combined into a single Transportation Analysis Zone (TAZ) in the disaggregated Washington County Model used for the “Existing Tigard TSP” scenario. They have since been separated. This is one of the reasons why there are more housing units in the “Existing Tigard TSP” scenario than in the “River Terrace Update” scenario.

Future vehicle trips generated by the River Terrace area were estimated by applying travel demand model trip generation rates by land use type, which were developed based on the rates in the existing Bull Mountain neighborhoods just to the east of the River Terrace area. Overall, the River Terrace Community Plan area is expected to generate about 1,500 motor vehicle trips during the p.m. peak hour, or about 100 less than what is currently assumed in the Tigard TSP, i.e. 1,580 vs. 1,489 trips as shown in Table 1.

**Table 1: Land Use Assumptions for the River Terrace Community Plan**

Scenario	Housing Units	Retail Employees	Other Employees	PM Peak Hour Vehicle Trips Ends
2035 Existing Tigard TSP *	3,294	43	348	1,580
2035 River Terrace Update	2,587	29	120	1,489

\*Based on the disaggregated Washington County Model

### 2035 Motor Vehicle Operations

Motor vehicle conditions were evaluated during the 2035 evening peak hour at the twenty-five intersections reviewed. The evaluation utilized 2000 Highway Capacity Manual methodology for signalized and 2010 Highway Capacity Manual methodology for unsignalized intersections.

After assuming the transportation system improvement projects with expected funding contained in the Tigard, Beaverton and Washington County Transportation System Plans, several intersections are expected to exceed mobility targets under each scenario (as shown in Table 2). Many of these intersections were previously forecasted to exceed standards in the Tigard, Beaverton, and Washington County Transportation System Plans. In fact, the “2035 River Terrace Update” scenario has slightly better operations at many intersections than reported in the Tigard TSP since the level of development would be less than assumed in the “2035 Existing Tigard TSP” scenario.

The recommended improvements for the intersections that are expected to exceed mobility targets can be seen in Table 3. It should be noted that the Metro Regional Transportation Plan, Tigard Transportation System Plan, Washington County Transportation System Plan, and West Bull Mountain Concept Plan recommend various improvements, including intersection improvements along Highway 99W at the Walnut Street, Gaarde Street-McDonald Street, and Durham Road intersections; widening of Roy Rogers Road to five lanes; and installation of traffic signals at the Roy Rogers Road/ New E-W Collector Street, Roy Rogers Road/ Bull Mountain Road, and Roy Rogers Road/ Lorenzo Lane Extension intersections. This updated system analysis reaffirms the need for capacity and safety improvements at these locations.

**Table 2: Motor Vehicle Operations (PM Peak Period)**

ID	Intersection (traffic control)**	Mobility Target	2013 Existing Conditions		2035 Existing Tigard TSP		2035 River Terrace Update	
			V/C	LOS	V/C	LOS	V/C	LOS
1	Highway 99W/ Hall Boulevard (signalized)	0.99 v/c	0.81	D	0.98	E	0.97	E
2	Highway 99W/ Greenburg Road-Main Street (signalized)	0.99 v/c	0.76*	C	0.94	E	0.92	D
3	Highway 99W/ Walnut Street (signalized)	0.99 v/c	0.76*	B	<b>1.03</b>	C	0.93	C
4	Highway 99W/ Gaarde Street-McDonald Street (signalized)	0.99 v/c	0.89*	C	0.96	D	0.95	D
5	Highway 99W/ Bull Mountain Road (signalized)	0.99 v/c	0.77*	B	<b>1.03</b>	C	<b>1.03</b>	D
6	Highway 99W/ Beef Bend Road (signalized)	0.99 v/c	0.85	C	<b>1.01</b>	D	0.99	D
7	Highway 99W/ Durham Road (signalized)	0.99 v/c	0.90	E	<b>1.17</b>	<b>F</b>	<b>1.15</b>	<b>F</b>
8	Beef Bend Road/ 150 <sup>th</sup> Avenue (unsignalized)	0.99 v/c	0.10	B	0.32	C	0.09	C
9	Beef Bend Road/ Elsner Road-161 <sup>st</sup> Avenue extension (unsignalized)	0.99 v/c	0.03	B	0.40	C	0.65	E
10	Roy Rogers Road/ Beef Bend Road (signalized)***	0.90 v/c	<b>0.99</b>	<b>F</b>	0.87	C	0.93	D
11	Roy Rogers Road/ New E-W Collector Street (unsignalized)***	0.99 v/c	-	-	<b>&gt;1.50</b>	<b>F</b>	<b>&gt;1.50</b>	<b>F</b>
12	Roy Rogers Road/ Bull Mountain Road (unsignalized)***	0.99 v/c	0.34	E	<b>&gt;1.50</b>	<b>F</b>	<b>&gt;1.50</b>	<b>F</b>
13	Roy Rogers Road/ Lorenzo Lane Extension (unsignalized)***	0.99 v/c	-	-	<b>&gt;1.50</b>	<b>F</b>	<b>&gt;1.50</b>	<b>F</b>
14	Scholls Ferry Road/ Roy Rogers Road-175 <sup>th</sup> Avenue (signalized)***	0.99 v/c	0.92	D	<b>1.06</b>	<b>F</b>	0.87	D
15	Scholls Ferry Road/ New N-S Collector Street (unsignalized)	0.99 v/c	-	-	<b>&gt;1.50</b>	<b>F</b>	<b>&gt;1.50</b>	<b>F</b>
16	Scholls Ferry Road/ Barrows Road (signalized)	0.99 v/c	0.58	B	0.72	C	0.61	B
17	Scholls Ferry Road/ Murray Boulevard (signalized)	0.99 v/c	0.85	D	<b>1.06</b>	<b>F</b>	<b>1.04</b>	<b>F</b>
18	Scholls Ferry Road/ 135 <sup>th</sup> Avenue (signalized)	0.99 v/c	0.61	A	0.87	C	0.79	B
19	Scholls Ferry Road/ 125 <sup>th</sup> Avenue-North Dakota Street (signalized)	0.99 v/c	0.77	C	<b>1.00</b>	E	0.96	E
20	Scholls Ferry Road/ 121 <sup>st</sup> Avenue (signalized)	0.99 v/c	0.68	B	0.82	C	0.76	B
21	Barrows Road/ Roshak Road (roundabout)	0.99 v/c	0.34	A	0.56	B	0.43	A
22	Roshak Road/ Lorenzo Lane extension (unsignalized)	0.99 v/c	-	-	0.61	C	0.35	B
23	Roshak Road/ Bull Mountain Road (unsignalized)	0.99 v/c	0.30	C	<b>1.21</b>	<b>F</b>	0.70	D
24	Bull Mountain Road/ 150 <sup>th</sup> Avenue (unsignalized)	0.99 v/c	0.15	B	0.72	<b>F</b>	0.27	D
25	Bull Mountain Road/ 161 <sup>st</sup> Avenue (unsignalized)	0.99 v/c	0.03	B	0.37	C	0.24	B

**Bolded red values** indicate intersection exceeds the v/c (volume/capacity) mobility target or operates with a Level of service “F”.

\* Intersection is impacted by queuing from adjacent intersections along Highway 99W. Travel demand may not always be served, thus the intersection may operate closer to capacity at times during peak periods.

\*\* V/C ratio, LOS and delay reported as the intersection average at signalized locations and worst stop controlled approach at unsignalized locations

\*\*\* Roy Rogers Road was assumed to be widened to five lanes by 2035.

**Table 3: Recommended Intersection Improvements**

ID	Intersection (existing traffic control)	Mobility Target	2035 with Planned Intersection Solution		Planned Intersection Solution
			V/C	LOS	
5	Highway 99W/ Bull Mountain Road (signalized)	0.99 v/c	*	*	Improvements such as additional northbound left turn lane (would require an additional receiving lane on Bull Mountain Road)
7	Highway 99W/ Durham Road (signalized)	0.99 v/c	*	*	Improvements such as additional turn lanes (Source: Tigard TSP Project # 66n)
11	Roy Rogers Road/ New E-W Collector Street (unsignalized)	0.99 v/c	0.67	B	Widen Roy Rogers Road to 5 lanes; Install a traffic signal (Source: West Bull Mountain Concept Plan)
12	Roy Rogers Road/ Bull Mountain Road (unsignalized)	0.99 v/c	0.66	B	Widen Roy Rogers Road to 5 lanes; Install a traffic signal (Source: Draft Washington County TSP; West Bull Mountain Concept Plan)
13	Roy Rogers Road/ Lorenzo Lane Extension (unsignalized)	0.99 v/c	0.82	C	Widen Roy Rogers Road to 5 lanes; Install a traffic signal (Source: Draft Washington County TSP; West Bull Mountain Concept Plan)
14	Scholls Ferry Road/ Roy Rogers Road-175th Avenue (signalized)	0.99 v/c	0.88	D	Widen Roy Rogers Road to 5 lanes (Source: Draft Washington County TSP; West Bull Mountain Concept Plan)
15	Scholls Ferry Road/ New N-S Collector Street (unsignalized)	0.99 v/c	0.36	C	Restrict access to right-in, right-out, left-in only
17	Scholls Ferry Road/ Murray Boulevard (signalized)	0.99 v/c	<b>1.07</b>	<b>F</b>	Enhanced transit and other demand management options**

**Bolded red values** indicate intersection exceeds the v/c (volume/capacity) mobility target or operates with a level of service “F”.

\* Due to the range of potential solutions at these intersections, the intersection operations with a planned solution could not be evaluated. It was assumed that these investments would allow the intersections to meet mobility targets.

\*\* This intersection is within the City of Beaverton and under Washington County jurisdiction. Capacity issues have been identified at this intersection, but no feasible motor vehicle capacity solutions could be identified at this time. Long range planning efforts for South Cooper Mountain in Beaverton may provide other solutions.

### Sensitivity Analysis

A few scenarios were tested to help supplement the ultimate design recommendations for the new N-S Collector Street and the future intersection with Scholls Ferry Road. These scenarios are discussed below.

- *Traffic control at the New N-S Collector Street/ Scholls Ferry Road intersection*

This scenario tested the traffic control at the Scholls Ferry Road/ New N-S Collector Street intersection with and without a traffic signal. With a traffic signal, full motor vehicle access would

be allowed at the intersection. Without a signal, access would be limited to right-in, right-out, left-in only. Left turns from the new N-S Collector Street to Scholls Ferry Road would be prohibited.

An unsignalized intersection would have little impact during the evening peak period since the left-turn demand from the new N-S Collector Street to Scholls Ferry Road is not expected to be significant. However, drivers (around 90 trips during the morning peak and 85 trips during the evening peak periods, plus others throughout the day) would have to re-route to either Roshak Road or Roy Rogers Road to access Scholls Ferry Road. Operations at the two adjacent intersections (Scholls Ferry Road/ Roy Rogers Road-175th Avenue and Scholls Ferry Road/ Barrows Road), would also not be expected to be significantly impacted.

A signalized intersection, on the other hand, would potentially impact westbound approaches to both the Roy Rogers Road-175th Avenue and new N-S Collector Street intersections. However, drivers wishing to travel west on Scholls Ferry Road would not have to travel out of direction or travel through the adjacent Bull Mountain neighborhood to the east. A signalized intersection at this location meets Washington County's signal and intersection spacing standards and may likely meet signal warrants in the future.

The final recommendation includes a signal at the Scholls Ferry Road/ New N-S Collector intersection to minimize impacts to the adjacent neighborhood to the east and to provide a signalized crossing for pedestrians and bicyclists at this location. The nearest intersections to the east and west are approximately 1,000 feet away. The signal is to be installed only when it meets warrants. Until such time as a signal is warranted, a pedestrian signal should be considered as an interim or permanent intersection improvement at this location. Any intersection improvements must meet operational standards.

- *Alignment of the New N-S Collector Street between Scholls Ferry Road and the Lorenzo Lane extension*

This scenario tested different alignments for the new N-S Collector Street between Scholls Ferry Road and the Lorenzo Lane extension, with one alignment being more direct and the other being more circuitous. Overall, the more direct alignment is expected to attract more drivers who would have previously used Roshak Road or Roy Rogers Road to access Scholls Ferry Road.<sup>4</sup> The more direct alignment is expected to slightly reduce motor vehicle travel demand along both of these adjacent routes. This, however, does not take the design of the street into consideration, which would also significantly affect driver behavior.

The final recommendation includes a more direct route and utilizes design treatments to encourage slow travel speeds while allowing for efficient through movements. The more direct route also avoids impacts to a significant tree grove.

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<sup>4</sup> This finding is based on professional judgment. The travel demand model is not sensitive enough to test subtle street alignment changes.

- *Cross-section of the New N-S Collector Street*

This scenario tested the impacts of the new N-S Collector Street with two travel lanes (one travel lane in each direction) and three travel lanes (one travel lane in each direction with a center turn lane/median). Overall, the three-lane cross-section provides slightly more motor vehicle capacity than the two-lane cross-section. While left-turn demand at mid-block locations along the new N-S Collector Street is expected to be minimal, the center lane could be used for landscaping or pedestrian crossing refuges, acting as a way to visually narrow the paved street width. It could also provide an opportunity to more effectively manage access to the new N-S Collector street by limiting the locations where full access is allowed.

The final recommendation includes a landscaped median that is wide enough to allow for left turn lanes at specific locations where warranted.

## Street Functional Classification

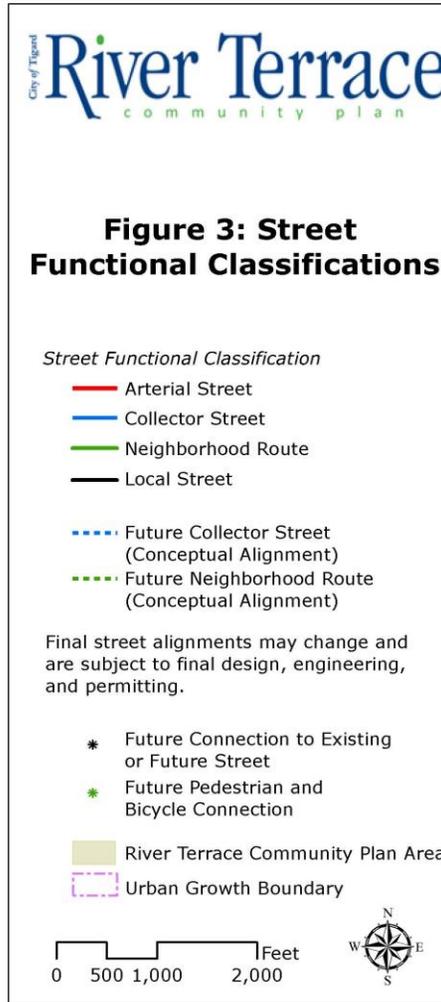
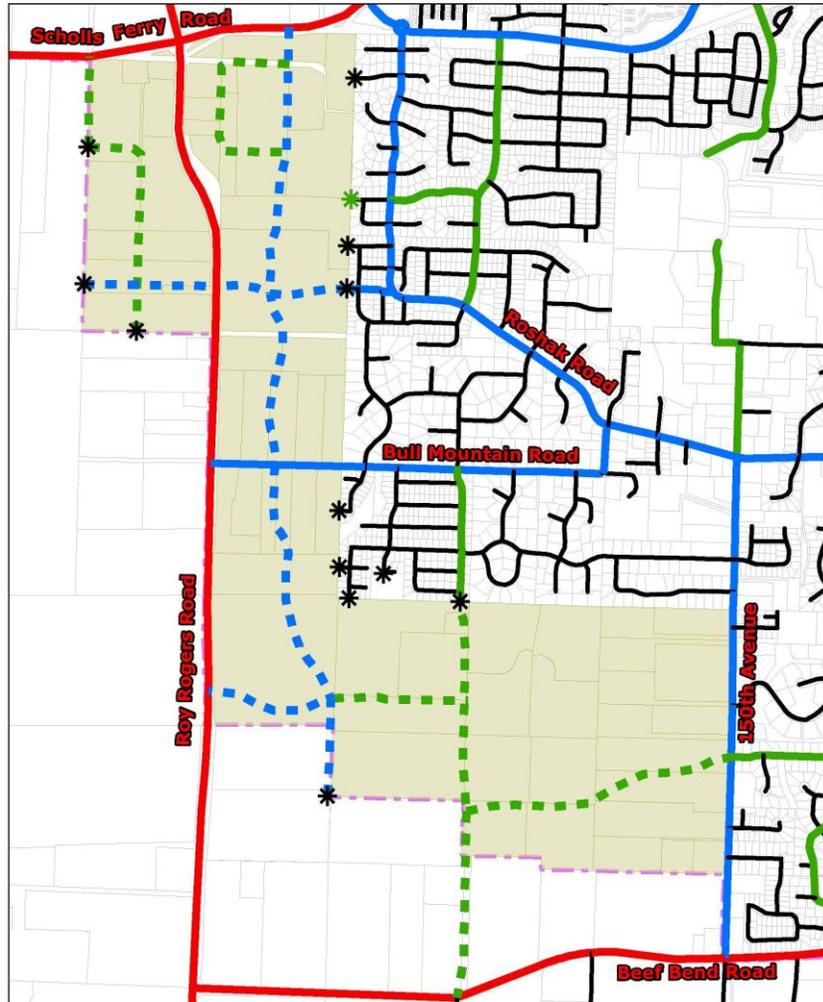
To manage the street network, streets in the River Terrace Community Plan area are classified based on a hierarchy according to the intended purpose of each street, as shown in Figure 3. From highest to lowest intended vehicular usage, the classifications are arterials, collectors, neighborhood routes, and local streets. Streets with a higher intended usage generally provide more efficient traffic movement (or mobility), while streets with lower intended usage provide greater access for shorter trips to local destinations such as businesses or residences.

The recommended functional classifications of streets in the West Bull Mountain Concept Plan were reviewed during the River Terrace Community Plan process against the city's standards and the updated system analysis information. The classifications of two streets, a north-to-south route east of and parallel to Roy Rogers Road (connecting Scholls Ferry Road with the south end of the planning area) and an east-to-west route south of Bull Mountain Road (connecting Roy Rogers Road with the main north-to-south River Terrace street), were changed to collector streets from neighborhood routes to reflect anticipated traffic volumes and to be consistent with other collector streets in the city.

- **Arterials** are intended to serve as the main travel routes. These streets serve the highest volume of motor vehicle traffic and are primarily utilized for longer distance regional trips. The only streets in the River Terrace area classified as arterials are Beef Bend Road, Roy Rogers Road, and Scholls Ferry Road.
- **Collector Streets** are intended to connect many parts of the city and serve traffic traveling to and from arterial streets. These streets provide greater accessibility to neighborhoods, often connecting to major activity generators and provide efficient through movement for local traffic. In the River Terrace area, Bull Mountain Road, 150<sup>th</sup> Avenue, the Lorenzo Lane extension, a north-to-south route east of and parallel to Roy Rogers Road, and an east-to-west route south of Bull Mountain Road are classified as collectors.

- **Neighborhood Routes** often connect the neighborhoods to arterial or collector streets. These streets serve as major neighborhood routes and generally provide more direct property access (via driveways) than collector streets. In River Terrace, neighborhood routes are expected to include the Woodhue Street extension, 161<sup>st</sup> Avenue extension, a north-to-south route west of Roy Rogers Road, and two east-to-west routes south of Bull Mountain Road.
- **Local Streets** provide more direct access to residences without serving through travel. These streets are often lined with residences and are designed to serve lower volumes of traffic with a statutory speed limit of 25 miles per hour. All remaining streets in River Terrace will be designed as local streets.

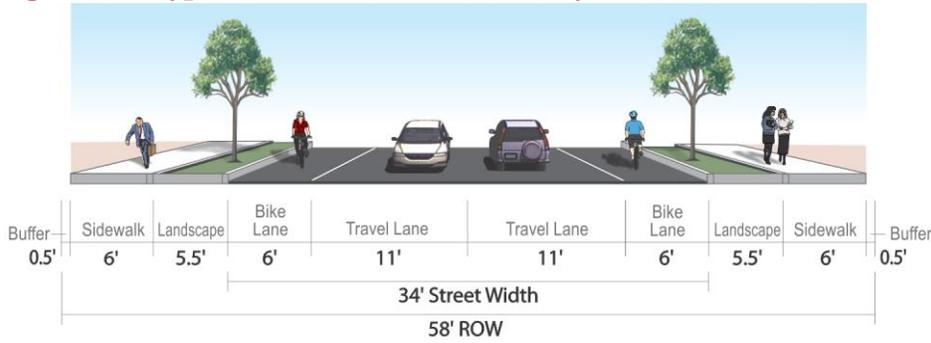
Figure 3: Street Functional Classifications



## Street Design

The applicable typical street cross sections for the River Terrace Community Plan area can be seen in Figures 4a, 4b, 4c, and 4d. The recommended street design for the future collector street through the neighborhood commercial area (Lorenzo Lane extension) includes on-street parking. This would require a modification to the Tigard Street Utility Improvement Standards, which currently only allows on-street parking along collector streets in the downtown urban renewal district. The conceptual street design for the future collector street that runs in a north-south direction parallel to Roy Rogers Road would also require modifications to the city's street design standards to allow for the inclusion of the River Terrace Trail and on-street parking in its design. The conceptual design for this street, identified as River Terrace Boulevard, is shown in Figure 5.

**Figure 4a: Typical Section for a 2-Lane City Collector**



\* A shared-use path could replace the required sidewalk and bike lane on the adjacent side of the street

**Figure 4b: Typical Section for a 3-Lane City Collector**

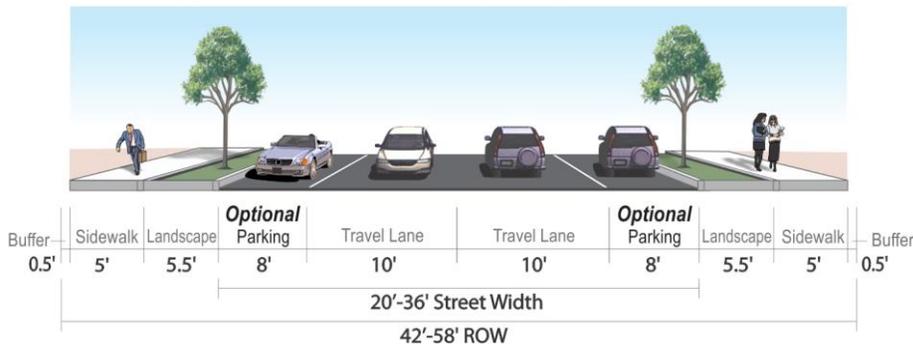


\* A shared-use path could replace the required sidewalk and bike lane on the adjacent side of the street

**Figure 4c: Typical Section for a Collector in the Neighborhood Town Center**

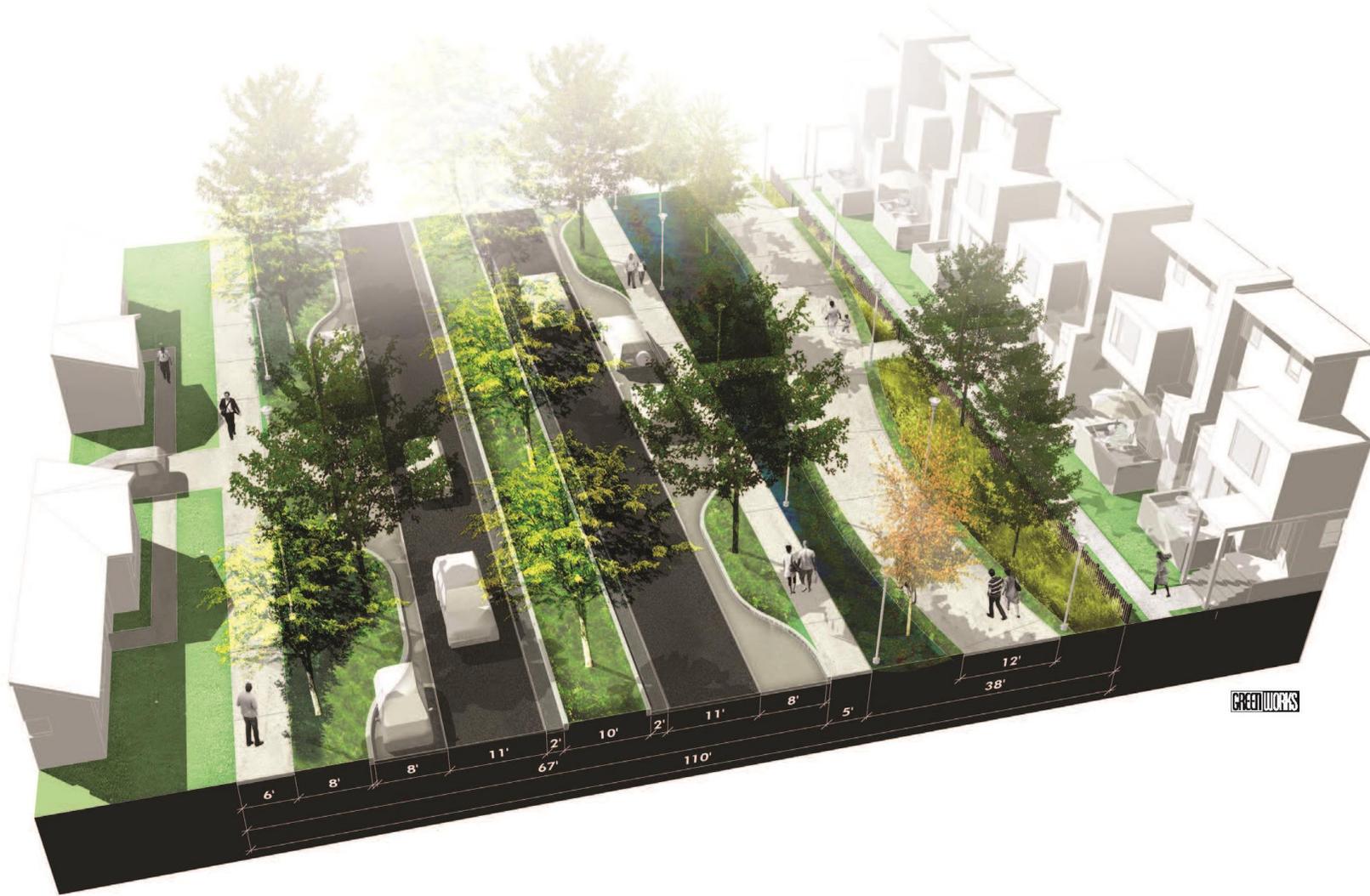


**Figure 4d: Typical Section for a City Neighborhood Route**



\* Optional parking area could also be a bike lane in areas with hilly topography

Figure 5: River Terrace Boulevard Design Concept



While the application of typical street cross sections will work in many situations, there are several future streets in the River Terrace area that are in need of additional design treatments or are envisioned to be different from the typical cross sections. They are as follows:

- **The main N-S Collector Street**, also identified as River Terrace Boulevard, is parallel to and east of Roy Rogers Road. It is envisioned as a boulevard that seamlessly integrates the River Terrace Trail into its design, provides safe and comfortable multi-modal travel options, and includes high-quality pedestrian-scale design treatments that defines it as the neighborhood’s signature street. A conceptual design for this street is shown in Figure 5. Key elements of the design include two vehicle travel lanes divided by a landscaped median, a 12-foot multi-modal trail parallel to the street on the west side,<sup>5</sup> and areas for large street trees along and down the middle of the street. No on-street bicycle facilities are proposed. It is intended for slower-moving bicyclists to use the trail. Faster-moving bicyclists would have the option of using the trail, sharing the street with cars, or using the bicycle facilities on Roy Rogers Road.

In order to successfully balance mobility with safety and comfort, it will be important to control speeds along this street through a variety of design approaches so as to facilitate through travel but not attract cut-through traffic. One potential design treatment involves the construction of roundabouts at key intersections as shown in Figure 7. Traffic calming treatments include on-street parking and a landscaped median and bulbouts that are sizeable enough to support large trees. Such treatments visually narrow the roadway and create friction along the edges, which has been shown to encourage drivers to proceed more slowly and carefully. On the other hand, individual driveways for residences are not proposed, as driveways can significantly interrupt efficient through travel movements.

The overall design of the street should serve to enhance the neighborhood and the adjacent residences and not serve as a barrier or feel unsafe to those who will live on either side of it in the future. Since homes will not access the street directly by car, it will be important to create design standards for street-facing facades and yards to ensure a high-quality and safe public realm. Where topography allows, homes should either face the street, with vehicle access taken from side streets, or be oriented with their sides to the street with enough windows to allow for many “eyes on the street” opportunities.

Lastly, it will be important to allow the alignment to shift to the east or west in response to topography and stream crossings. Design flexibility will also be necessary along the entire length to accommodate topography, stream crossings, and different land uses. On-street parking and the westernmost sidewalk, for example, may not always be feasible or necessary in all locations. It may even be desirable to allow exceptions to the city’s block length standards in order to reduce the number of trail-side street crossings, thereby creating a more continuous trail experience. In

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<sup>5</sup> A trail down the center median was considered and rejected for safety reasons.

general, the final alignment and design of the River Terrace Boulevard may change subject to engineering, permitting, and emergency vehicle access.

- **The widening of Roy Rogers Road** should include safe and appropriate bicycle and pedestrian facilities along its whole length while continuing to function as a main north-south vehicular route through the region. Design recommendations include the creation and implementation of a high-quality edge treatment that serves to unify and define the River Terrace area along this segment of the corridor.
- **The Lorenzo Lane extension** travels through the only neighborhood commercial area in River Terrace. As such, it will be important to control speeds along this street and make it comfortable for pedestrians and bicyclists. Recommended traffic calming techniques include narrowing of the street width with curb extensions and mid-block chokers or pedestrian refuge islands, and providing visual cues with on-street parking and planted bulbouts in parking lanes. It will also be important to carefully design the future intersection of Lorenzo Lane with Roshak Road, which exists just outside the River Terrace area in unincorporated Washington County.
- **The 161st Avenue extension** connects an existing single family residential neighborhood in the north to Beef Bend Road in the south. With a fairly direct and steep route, it will be important to design this street to make it unattractive to cut-through traffic and to keep travel speeds at safe levels. A roundabout is recommended at the intersection with the Woodhue Street extension, and an all-way stop is recommended at the intersection with the future E-W Neighborhood Route, both of which are near a future school site. The design of the roundabout will be an important factor for controlling motor vehicle travel speeds and ensuring visibility for pedestrians. Potential design solutions to control travel speeds include curving the road to deflect the path of vehicles, narrowing the width of the travel lanes, and visually narrowing the width of the street by including on-street parking and planted bulbouts in the parking lanes.
- **The Luke Lane extension** provides a local connection option for existing Bull Mountain residents and future River Terrace residents. It will be important to design this extension so as to discourage cut-through traffic. This extension should only be allowed via a circuitous route through a future River Terrace neighborhood to the main N-S Collector Street to the west. It will also be important to retrofit the existing cul-de-sac portion of this street with sidewalks when the street is extended to the west.



An example of street trees placed in the parking lane to visually narrow the street

## Multi-Modal Connectivity

The aggregate effect of local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network.<sup>6</sup> Therefore, streets should be designed to keep through motor vehicle trips on arterial streets and provide local trips with alternative routes. Street system connectivity is critical because roadway networks provide the backbone for bicycle and pedestrian travel in the region. Metro's local street connectivity principal encourages communities to develop a connected network of local streets to provide a high level of access, comfort, and convenience for bicyclists and walkers that travel to and among centers. To improve connectivity of the region's arterial system and support walking, bicycling and access to transit, the Metro Regional Transportation Functional Plan requires that, to the extent possible, major arterial streets be spaced at one-mile intervals, and minor arterial or collector streets to be spaced at half-mile intervals.<sup>7</sup>

In addition, to improve local access and circulation, and preserve capacity on the region's arterial system, each local Transportation System Plan must include a conceptual map of new streets for all contiguous areas of vacant and redevelopable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. Full street connections should be provided at least every 530 feet (or 1/10<sup>th</sup> of a mile) or pedestrian and bicycle connections every 330 feet if a full-street connection is not possible. Cul-de-sac or other closed-end street designs are also restricted to circumstances in which barriers prevent full street extensions and such streets are limited in length to 200 feet and the number of dwellings along the street to no more than 25.

The City of Tigard street spacing standards are consistent with the Metro Regional Transportation Functional Plan, requiring full street connections every 530 feet.<sup>8</sup> The city standards differ slightly from the regional standards by allowing the perimeter of blocks to measure up to 2,000 feet in length, however, the city requires pedestrian and bicycle connections every 330 feet<sup>9</sup> in these instances, consistent with the regional standard.

A multi-modal connectivity plan for the River Terrace area is shown in Figure 6. It specifies the general location where new streets or shared-use paths could potentially be installed as nearby areas are developed or as the opportunity arises. The purpose of the plan is to ensure that new developments accommodate circulation between adjacent neighborhoods to improve connectivity for all modes of transportation.

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<sup>6</sup> Metro 2035 Regional Transportation Plan, Local Street Network Concept

<sup>7</sup> Metro Regional Transportation Functional Plan, Section 3.08.110 Street System Design Requirements

<sup>8</sup> City of Tigard Community Development Code, Section 18.810.030, Subsection H

<sup>9</sup> City of Tigard Community Development Code, Section 18.810.040

## Walking and Biking

Residents in the River Terrace area will be able to safely and efficiently travel between destinations via any number of active transportation modes, such as walking and biking. A system of sidewalks, bikeways, and trails will provide access to key destinations such as parks, schools, and commercial areas—improving the overall health and livability of the neighborhood. Figure 6 illustrates the walking and biking network envisioned for the River Terrace Community Plan area.

### Walking and Biking Gaps

Due to the rural nature of the abutting land uses, most streets in and around the River Terrace area have not been improved to urban standards and generally lack facilities for pedestrian and bicycle users. The exception is a short segment along Roshak Road, which provides a sidewalk on both sides of the street between Barrows Road and SW 159<sup>th</sup> Terrace, in an area with newer residential development. However, those walking in the study area typically have to walk along the edge of a street, which at times have posted speeds that range up to 40 miles per hour. These travel speeds are generally not conducive to shared walking and biking travel. Table 4 shows the streets with pedestrian and bicycle facilities.

Most of the major streets connecting the River Terrace area to nearby shopping and employment, including Scholls Ferry Road, Roy Rogers Road, Beef Bend Road, Bull Mountain Road, and 150<sup>th</sup> Avenue, lack adequate pedestrian and bicycle facilities. These streets are under the jurisdiction of Washington County, and will require further coordination before any improvements are implemented.

Scholls Ferry Road, as an east-to-west through-street traversing reasonably flat terrain, is an important connection for bicycle travel in the study area. It provides a link for bicyclists to other key routes in the region, including Roy Rogers Road and Murray Boulevard. It has been designated as a bike route, but lacks bike lanes along much of the corridor, although a shoulder of varying width is provided along much of the street. Bike lanes are provided along Scholls Ferry Road east of Teal Boulevard-Horizon Boulevard; however, bicyclists from the study area must ride along the shoulder for over a mile before reaching this facility. Scholls Ferry Road is currently being widened through the River Terrace area and will include continuous bike lanes to Teal Boulevard-Horizon Boulevard once construction is complete. Roy Rogers Road is also a designated bike route that provides a north-to-south connection to and within the study area. It provides accommodations for bicyclists via a shoulder bikeway.



*A cyclist riding along the shoulder of Roy Rogers Road*

**Table 4: Existing Pedestrian and Bicycle Facilities**

Roadway (limits)	Pedestrian Facilities	Bike Facilities
Roy Rogers Road (Scholls Ferry Road to Beef Bend Road)	Shoulder	Shoulder
Scholls Ferry Road (Roy Rogers Road to Barrows Road)	Shoulder	Shoulder
Beef Bend Road (Roy Rogers Road to 150 <sup>th</sup> Avenue)	None	None
Bull Mountain Road (Roy Rogers Road to Roshak Road)	Intermittent sidewalks	None
150 <sup>th</sup> Avenue (Bull Mountain Road to Beef Bend Road)	Intermittent sidewalks	None
Roshak Road (Barrows Road to Bull Mountain Road)	Sidewalks on both sides north of SW 159 <sup>th</sup> Terrace; intermittent on west side south of SW 159 <sup>th</sup> Terrace	None
Barrows Road (Scholls Ferry Road to Roshak Road)	Sidewalks on north side	None (Bike lanes east of Roshak Road)

### Walking and Biking Improvements

River Terrace has many stream corridors and the potential for many neighborhood and community parks. To best serve the needs of future residents to travel to these scenic, natural, and recreational areas, a high quality network of low-stress pedestrian and bicycle facilities is envisioned. For pedestrians, sidewalks will be required on all future streets. For bicyclists, dedicated facilities will vary based on the street classification. Arterial and collector streets will have either bike lanes or shared use paths.

Additionally, the pedestrian and bicycle facilities in River Terrace are planned to be fully integrated with the existing trail and bikeway network and the planned active transportation projects in the Metro Regional Trail and Greenways Plan. These measures will help ensure that future River Terrace residents will be able to access goods and services on foot and by bicycle, both within and outside of the area.

While motor vehicle traffic volumes on collector and neighborhood streets, like the new N-S Collector Street and the 161<sup>st</sup> Avenue extension, are expected to be within typical ranges for those facilities, the rolling topography provides challenges. This condition is generally not conducive to shared walking and biking travel, and may require some streets to include bike lanes that would typically not (such as on neighborhood routes).

## Trails

Figure 6 illustrates the potential active transportation network for the River Terrace Community Plan area. The emphasis of this network is on connecting residents to existing and future trails, as defined in the Metro Regional Trail and Greenways Plan, as well as key destinations within and near the River Terrace Community Plan area, including the neighborhood commercial area in the north and the future school in the south.

The future River Terrace Trail will be integrated with the new N-S Collector Street, connecting the proposed trail on the north side of Scholls Ferry Road (as part of Beaverton's South Cooper Mountain Concept Plan) with 150<sup>th</sup> Avenue, north of Beef Bend Road. It will provide an alternate and less steep walking and biking route to the Westside Trail, located to the east of the River Terrace area. In addition, the future Southern Access Trail will connect the River Terrace Trail near the Woodhue Street Extension/ 161<sup>st</sup> Avenue Extension intersection with 150<sup>th</sup> Avenue, north of Woodhue Street, and will offer views of the valley.

Future connections from the River Terrace area to the Westside Trail will be possible via a trail just south of Scholls Ferry Road, linking the northern end of the River Terrace Trail to Barrows Road, and a future trail connecting the southern end of the River Terrace Trail with the Beef Bend Road/ 150<sup>th</sup> Avenue intersection. Future connections from the River Terrace area to the Ice Age Tonquin Trail will be possible via a trail linking the New E-W Collector Street/ New N-S Collector Street intersection with the Roy Rogers Road/ Beef Bend Road intersection.

## Street Crossings

River Terrace is surrounded by three major streets, namely Scholls Ferry Road to the north, Roy Rogers Road to the west, and Beef Bend Road to the south.

As a major street connection through the River Terrace area, Roy Rogers Road should be designed to be an asset to the neighborhood rather than a barrier. Roy Rogers Road is currently a two lane rural arterial street with posted speeds between 45 and 55 miles per hour, but it is expected to be widened and improved to urban standards in the future. With the River Terrace commercial area and the future school site on the east side of the street and residential neighborhoods on both sides of the street, safe and comfortable pedestrian and bicycle crossings must be provided in convenient areas to encourage ease of access between the neighborhoods and to the commercial area and future school.

Crossings along Roy Rogers Road must comply with the Washington County mid-block crossing policy.<sup>10</sup> Each proposed crossing would have to be evaluated based on existing and planned roadway characteristics, observed speeds and volumes, pedestrian trip generators, proximity of existing traffic signals, sight distance, topography and other considerations. At-grade crossings are not permitted

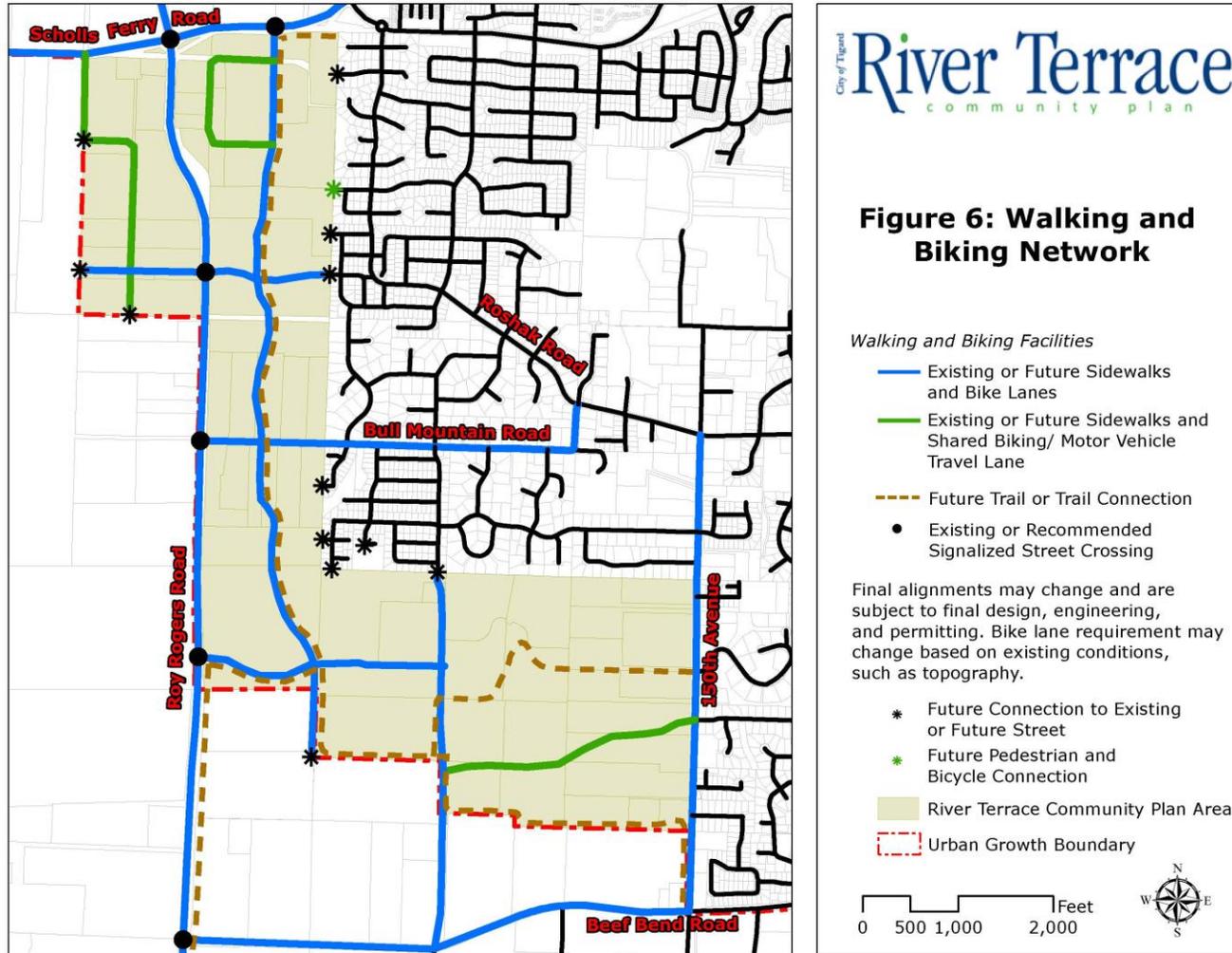
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<sup>10</sup> 2035 Washington County Transportation System Plan, Chapter 4- Active Transportation and Transit, Page 4-24, Draft, January 2013

within 300 feet of an existing signalized intersection. Due to the travel speeds, and expected widening of Roy Rogers Road, the County standard would likely require pedestrian actuated signals/beacons or pedestrian over- or under-crossings. Since traffic signals will likely be needed at several proposed and existing intersections along Roy Rogers Road between Scholls Ferry Road and Beef Bend Road (see Figure 6), including the Lorenzo Lane extension, Bull Mountain Road, and the new E-W Collector south of Bull Mountain Road, no additional crossings of Roy Rogers Road are recommended.

Scholls Ferry Road is currently being widened to urban standards. River Terrace residents will need safe and convenient places to cross to access the new proposed high school at the northwest corner of Scholls Ferry Road and Roy Rogers Road, various future South Cooper Mountain trails, and other services and amenities to the north. As envisioned, the new N-S Collector Street currently intersects Scholls Ferry Road approximately half way between the Roy Rogers Road/ Scholls Ferry Road and the Barrows Road/ Scholls Ferry Road intersections. The new N-S Collector Street is expected to be heavily used by pedestrians and bicyclists since it includes the River Terrace Trail in its design. As such, the final recommendation for this intersection includes a signal at the Scholls Ferry Road/ New N-S Collector intersection for the benefit of all travel modes. Until such time as a signal is warranted, however, it will be important to consider a pedestrian signal as an interim or permanent intersection improvement.

Figure 6: Pedestrian and Bicycle Framework



## Transit

The River Terrace Community Plan sets the stage for future transit, recognizing that the type and extent of service improvements will play out over time. Specifics of transit service will depend on the actual rate and type of development built, Tri-Met resources and policies, and consideration of local options. The land use designations in the River Terrace Community Plan area make transit a viable option in the future.

Both Beef Bend Road and Bull Mountain Road have been identified on the 2035 Conceptual Bus Network in the Regional Transportation Plan. While these streets are not guaranteed to have transit service in the future, they have been identified by the region as important bus connections from the River Terrace area to Highway 99W. In addition, Tri-Met's Westside Service Enhancement Plan envisions future express bus service along Scholls Ferry Road from Washington Square to Roy Rogers Road. This route could potentially include a bus stop near the proposed signalized intersection of the new N-S Collector Street with Scholls Ferry Road. Service would potentially run daily throughout most of the day with fairly frequent service (15 to 20 minute headways) during peak times and half-hour to hour headways during off times. The River Terrace Community Plan will provide walking and biking accommodations and connections that enhance the future viability of potential transit service along these routes.

## Summary of Transportation System Recommendations

Intersection improvements needed to support future growth and new development within the River Terrace Community Plan area are summarized in Table 3. Overall, an estimated \$164 million in transportation system improvements are expected to be needed to support the growth conceptually planned for in the full planning area. Of these investments, an estimated \$94 million are needed in the River Terrace area (see Table 5), while over \$70 million are needed outside of the River Terrace area (see Table 6).

Estimated costs for individual projects are shown in Tables 5 and 6, but not all of these costs are meant to be born by River Terrace alone. Financial responsibility for these improvements are to be shared by the city, Washington County, ODOT, and private development, with cost shares to be sorted out at a later date. Cost estimates include planning level costs for construction, engineering, and project administration. They also include some basic assumptions about the need for bridges and stormwater facilities to treat and manage street runoff. Projects 1, 5, 6, 7, 10, 12, and 22 assume bridges. Project costs are subject to change based on final design, engineering, and permitting.

The recommended improvements can be seen in Figures 7 and 8, with the project numbers corresponding with those in Tables 5 and 6. Not all recommended improvements are required to be in place prior to developing land within the River Terrace Community Plan area. In general, the need to upgrade existing streets and intersections will be driven by the multi-modal access needs of adjacent properties.

Several of the projects listed in Tables 5 and 6 and shown on Figures 7 and 8 were previously identified in other studies or plans surrounding the River Terrace Community Plan area, such as the Tigard Transportation System Plan, Washington County Transportation System Plan, Metro Regional Transportation Plan, and West Bull Mountain Concept Plan. This updated system analysis reaffirms the need for these improvements, many of which are driven by regional traffic issues and are not entirely caused by growth within the River Terrace Community Plan area.

**Table 5: Recommended Transportation System Improvements in River Terrace**

Project ID	Project Description	Project Summary	Total Estimated Cost	Jurisdiction
<b>Projects Constructing New Streets and Trails in River Terrace</b>				
1	Neighborhood Route (west of Roy Rogers Rd)	Create a new north-to-south 2-lane city neighborhood route, west of Roy Rogers Road	\$7,000,000	Tigard
2	Lorenzo Lane Extension (west of Roy Rogers Rd)	Extend Lorenzo Lane from the west UGB to Roy Rogers Road, as a 2-lane city collector street	\$2,500,000	Tigard
3	Lorenzo Lane Extension (east of Roy Rogers Rd)	Extend Lorenzo Lane from Roshak Road to Roy Rogers Road, as a 2-lane city collector street with on-street parking	\$3,500,000	Tigard
4	Neighborhood Route (east of Roy Rogers Rd, north of Lorenzo Ln)	Create a new 2-lane city neighborhood route, linking the properties adjacent to Roy Rogers Road with the new N-S Collector Street	\$4,000,000	Tigard
5	N-S Collector Street (east of Roy Rogers Rd, Scholls Ferry Rd to Lorenzo Ln)	Create a new north-to-south 3-lane city collector street and trail, between Scholls Ferry Road and the Lorenzo Lane extension*	\$13,000,000	Tigard
6	N-S Collector Street (east of Roy Rogers Rd, Lorenzo Ln to Bull Mountain Rd)	Create a new north-to-south 3-lane city collector street and trail, between the Lorenzo Lane extension and Bull Mountain Road*	\$10,000,000	Tigard
7	N-S Collector Street (east of Roy Rogers Rd, Bull Mountain Rd to South UGB)	Create a new north-to-south 3-lane city collector street and trail, between Bull Mountain Road and the South UGB*	\$17,000,000	Tigard
8	E-W Collector Street (Roy Rogers Rd to N-S Collector Street)	Create a new east-to-west 2-lane city collector street, between Roy Rogers Road and the new N-S Collector	\$2,500,000	Tigard

Project ID	Project Description	Project Summary	Total Estimated Cost	Jurisdiction
Street				
9	E-W Neighborhood Route (N-S Collector Street to 161st Ave)	Create a new east-to-west 2-lane city neighborhood route, between the new N-S Collector Street and 161 <sup>st</sup> Avenue	\$2,500,000	Tigard
10	161st Avenue Extension (Hazeltine Ln to Woodhue St Extension)	Extend 161 <sup>st</sup> Avenue from Hazeltine Lane to the Woodhue Street Extension, as a 2-lane city neighborhood route	\$5,000,000	Tigard
11	161st Avenue Extension (Woodhue St Extension to Beef Bend Rd)	Extend 161 <sup>st</sup> Avenue from the Woodhue Street Extension to Beef Bend Road, as a 2-lane city neighborhood route**	\$3,500,000	Washington County/ Tigard
12	Woodhue Street Extension (161st Ave Extension to 150th Ave)	Extend Woodhue Street from 150th Avenue to the 161st Avenue Extension, as a 2-lane city neighborhood route	\$6,000,000	Tigard
NA	East-West River Terrace Trail and Connection	Construct River Terrace Trail and trail connection from Roy Rogers Rd to 150 <sup>th</sup> Ave	\$6,500,000	Tigard
<b>TOTAL (Projects Constructing New Streets/Trails in River Terrace)</b>			<b>\$83,000,000</b>	
<b>Projects Improving Existing or Proposed Intersections in/adjacent to River Terrace</b>				
13	Roy Rogers Road/ New E-W Collector Street Intersection Improvement	Install a traffic signal	\$1,000,000	Washington County
14	Roy Rogers Road/ Bull Mountain Road Intersection Improvement	Install a traffic signal	\$1,000,000	Washington County
15	Roy Rogers Road/ Lorenzo Lane Extension Intersection Improvement	Install a traffic signal	\$1,000,000	Washington County
16	Scholls Ferry Road/ New N-S Collector Street Intersection Improvement	Install a traffic signal***	\$1,000,000	Washington County
17	New Neighborhood Route east of Roy Rogers/ New N-S Collector Street Intersection Improvement	Install a roundabout****	\$1,500,000	Tigard

Project ID	Project Description	Project Summary	Total Estimated Cost	Jurisdiction
18	Bull Mountain Road/ New N-S Collector Street Intersection Improvement	Install a roundabout****	\$1,500,000	Tigard
19	New E-W Collector Street/ New N-S Collector Street Intersection Improvement	Install a roundabout****	\$2,000,000	Tigard
20	Woodhue Street Extension/ 161 <sup>st</sup> Avenue Extension Intersection Improvement	Install a roundabout****	\$2,000,000	Tigard
<b>TOTAL (Projects Improving Existing/Proposed Intersections in River Terrace)</b>			<b>\$11,000,000</b>	
<b>Total Recommended Transportation System Improvements in River Terrace</b>			<b>\$94 million</b>	

\* This cost estimate assumes a concrete street. Final pavement selection to be determined at time of development.

\*\* The majority of this segment is outside River Terrace and the Urban Growth Boundary (UGB) but within Washington County. Street improvements outside the UGB require a rule exception per OAR 660-012-0070.

\*\*\* Signal to be installed when it meets warrants. Intersection design and signal must meet operational standards. At the very least, a pedestrian signal should be considered as an interim or permanent intersection improvement at this location.

\*\*\*\* Roundabouts are preferred at these locations but other intersection improvements may be approved by the City Engineer. All intersection improvements subject to more detailed traffic analysis and design and emergency access review at the time of development.

**Table 6: Recommended Transportation System Improvements Outside River Terrace**

Project ID	Project Description	Project Summary	Total Estimated Cost	Jurisdiction
<b>Projects Upgrading Existing County Streets adjacent to River Terrace</b>				
21	Bull Mountain Road Upgrade to Urban Standards	Improve to a 2/3-lane county collector from Roy Rogers Road to Roshak Road*	\$4,000,000	Washington County & Tigard
22	Roy Rogers Road-175th Avenue Upgrade to Urban Standards	Improve to a five-lane county arterial from just north of Scholls Ferry Road to just south of Beef Bend Road. Will likely need to be completed in two phases, with the first phase stopping at the south UGB	\$35,000,000	Washington County
23	150th Avenue Upgrade to Urban Standards	Improve to a 2/3-lane county collector from Bull Mountain Road to Beef Bend Road	\$4,000,000	Washington County

Project ID	Project Description	Project Summary	Total Estimated Cost	Jurisdiction
NA	Street Connection Improvements	Street improvements at various locations where new streets connect to existing streets	\$2,500,000	Washington County
<b>TOTAL (Projects Upgrading Existing County Streets adjacent to River Terrace)</b>			<b>\$45,500,000</b>	
<b>Projects Improving Existing or Proposed Intersections outside River Terrace</b>				
24	Highway 99W/ Walnut Street Intersection Improvements	Improvements such as additional turn lanes (Tigard TSP Project # 66j)**	\$10,000,000	ODOT
25	Highway 99W/ Bull Mountain Road Intersection Improvements	Improvements such as additional northbound left turn lane (would require an additional receiving lane on Bull Mountain Road)**	\$5,000,000	ODOT
26	Highway 99W/ Durham Road Intersection Improvements	Improvements such as additional turn lanes (Tigard TSP Project # 66n)**	\$10,000,000	ODOT
NA	Other Intersections Beyond River Terrace Study Area Intersections	Other intersections to be added to this list in the future where River Terrace traffic significantly impacts existing intersections on major corridors**	**	ODOT/ Washington County/ Tigard
<b>TOTAL (Projects Improving Existing/Proposed Intersection outside River Terrace)</b>			<b>25,000,000+</b>	
<b>Total Recommended Transportation System Improvements Outside River Terrace</b>			<b>\$70.5+ million</b>	

\* Portions of this segment are in the city.

\*\* The project cost attributed to River Terrace will be a proportionate amount based on the number of trips added by River Terrace divided by the capacity added by the improvement.

### TSP Amendments

The following provides a summary of the recommended amendments to the Tigard Transportation System Plan resulting from the River Terrace Community Plan.

- The recommended transportation system improvements, shown in Tables 5 and 6, should be adopted to the TSP Multi-Modal Project Improvement List.
- The updated street functional classifications for the River Terrace area should update the classifications shown in the West Bull Mountain Concept Plan. Figure 3 in this document

should provide a supplement to Figure 5-2 in the Tigard TSP for the River Terrace Community Plan area.

- The recommended street design for the future collector street through the neighborhood commercial area (Lorenzo Lane extension) includes on-street parking. The street characteristics table (Table 18.810.1 of the Street Utility Improvement Standards) currently only allows on-street parking along collector streets in the downtown urban renewal district. This should be modified to allow on-street parking in Neighborhood Commercial Centers or other mixed-use areas.
- The recommended street design for the main N-S Collector Street through River Terrace, also known as River Terrace Boulevard, includes many unique design features, such as a trail, that are not currently reflected in any of the city’s existing cross sections. A new cross section should be added to the street characteristics table (Table 18.810.1 of the Street Utility Improvement Standards) to allow this design.
- The typical street cross sections should be modified to include a caveat that in situations where a trail is adjacent to the street, the side of the street adjacent to the trail may not be required to provide additional walking and biking facilities.
- A v/c ratio of 0.99 during the peak hour is recommended as the performance measure for city streets in the River Terrace area. This is consistent with the Metro Regional Transportation Plan mobility target for “Neighborhoods.” Where significant alternative mode provisions are provided that would substantially reduce vehicular travel demand, those effects may be considered in calculations to determine if this standard is met. This recommendation only applies to city streets. County facilities are subject to county performance measures.

Figure 7: Recommended Transportation Improvements in/near River Terrace

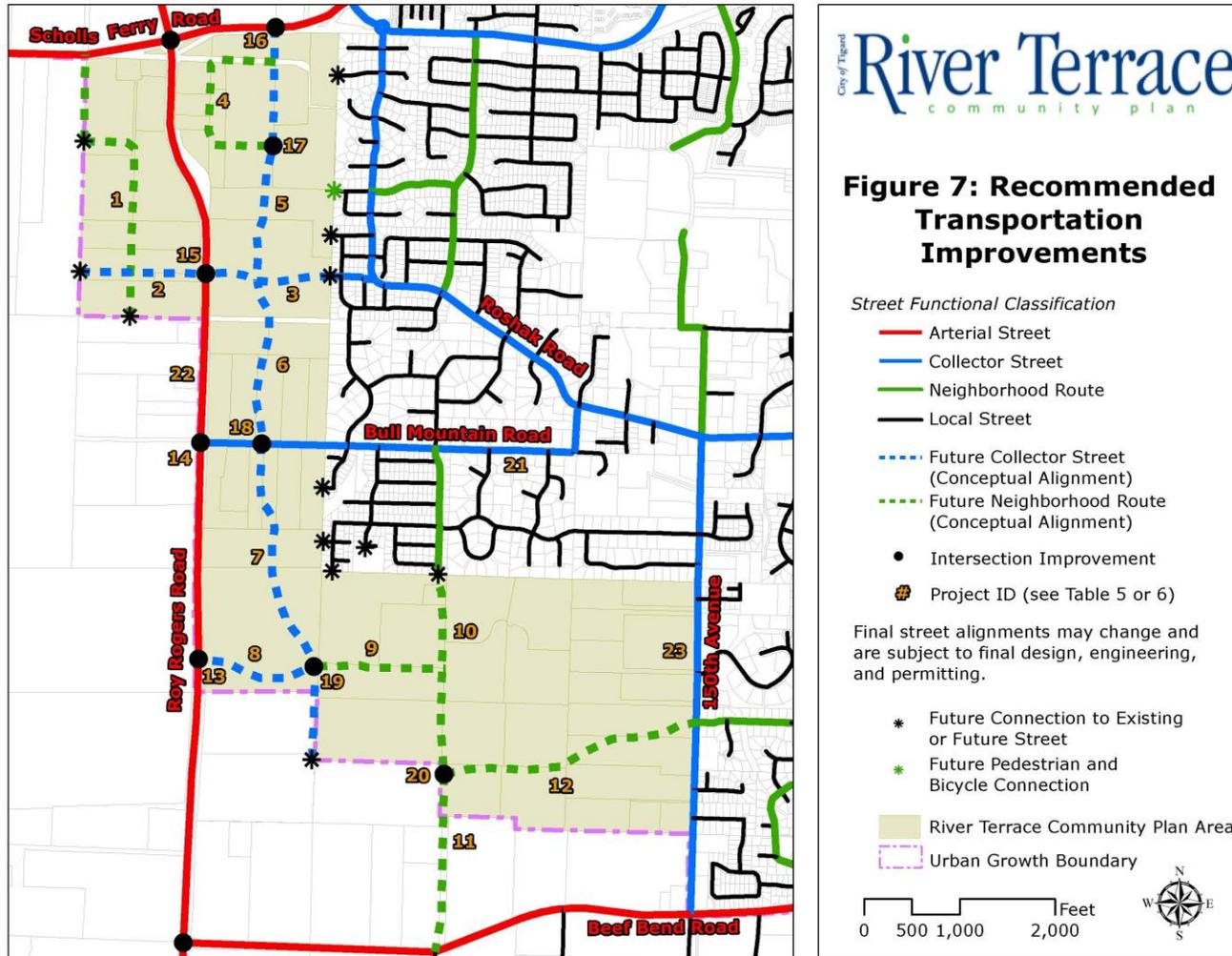
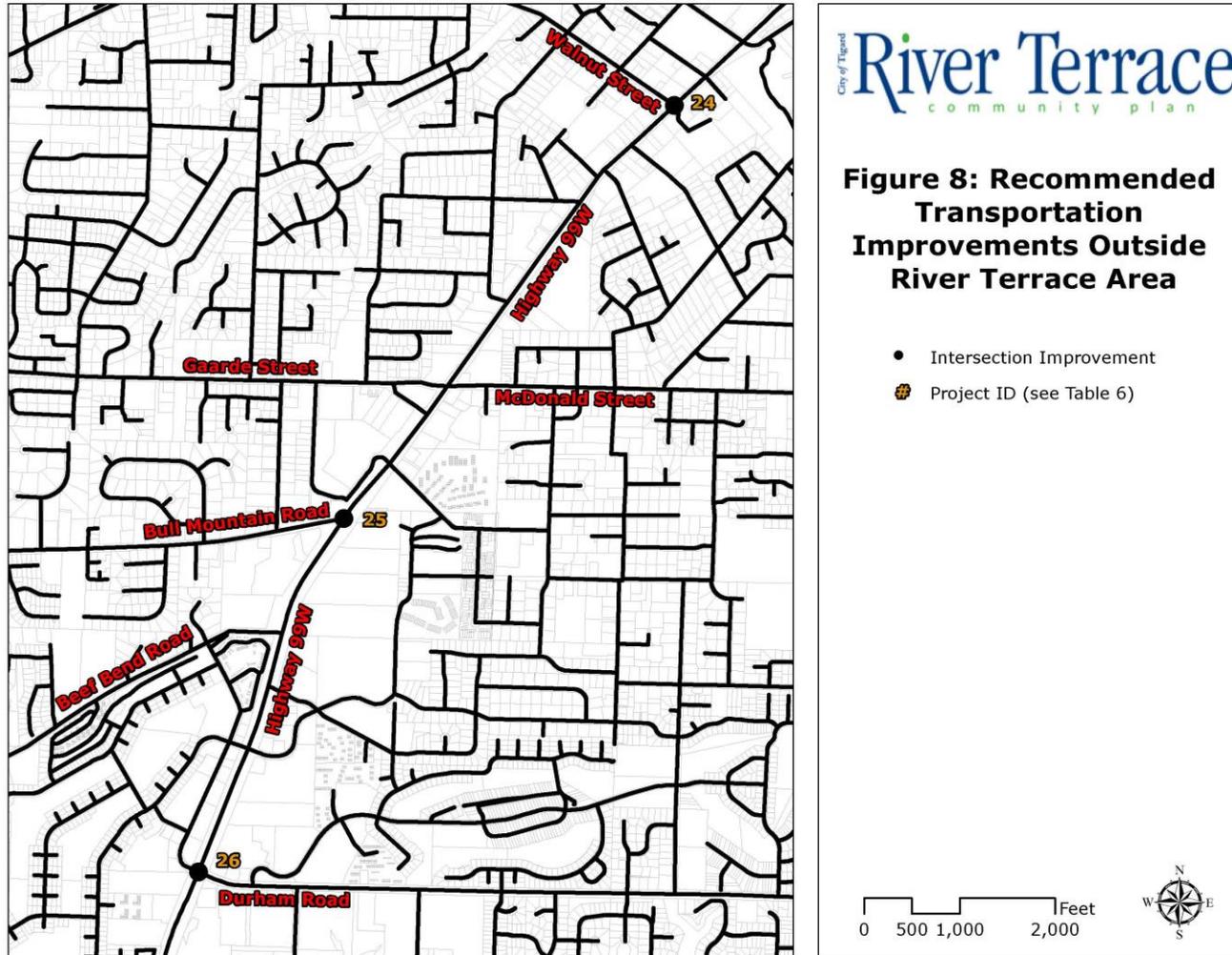


Figure 8: Recommended Transportation Improvements Outside River Terrace



# Preliminary Funding Analysis: Findings and Strategies for River Terrace

5/30/2014

		Parks
<b>1. Funding Trend Expected without River Terrace</b>	1.1	Parks funding in Tigard primarily occurs through: * General Fund ( +/- \$1.9 M annually) * Special Revenue Parks Bond Fund (mostly committed) * Parks SDC Fund (mostly committed through FY 2020) * Regional and state grants
	1.2	Tigard voters approved \$17 M parks bond in Nov. 2010; dedicated to land acquisition (minimum 80% of proceeds) and improvements (maximum of 20% of proceeds).
	1.3	Tigard has approximately \$800,000 in undedicated funds (Special Parks Bond Fund and Parks SDCs) that could be spent on parks land acquisition (included parks in River Terrace)
	1.4	Parks SDCs per new single family dwelling in Tigard is \$5,997 (FY 2014).
	1.5	Tigard should consider a city-wide parks utility fee with or without River Terrace development
<b>2. Funding Impacts with River Terrace</b>	2.1	Anticipate 280 to 460 net new dwelling units added by FY 2021. Total of 1,480 to 2,260 dwellings expected by FY 2035
		<b>Facilities/Capital*</b>
	2.2	Based on the draft Tigard Parks Master Plan amendment, parks improvements in River Terrace are expected to cost +/- \$19.9 M
	2.3	Parks SDC revenue from River Terrace development is expected to range from \$1.7 to \$2.7 M by FY 2021; and \$8.9 to \$13.6 M by FY 2035
	2.4	If city dedicates River Terrace parks SDCs to projects in River Terrace, a +/- \$6.3 to \$11 M capital funding gap would occur by FY 2035 (difference between \$19.9 M capital cost and \$8.9 M to \$13.6 M in SDC revenues)
		<b>Maintenance/Operations</b>
	2.5	River Terrace expected to increase parks maintenance costs with no dedicated funding for parks operations (O&M costs have not been determined at this time)
	2.6	City should consider a parks utility fee with or without River Terrace. Monthly fee ranging from \$5.58 to \$7.00 should generate about \$1.9M in annual parks funding
<b>3. Draft Funding Strategies for River Terrace</b>		<b>Facilities/Capital*</b>
	3.1	City-wide and/or sub-district parks system development charge (SDC) update may be required along with other funding sources (e.g., bonds, grants and developer improvements) to help bridge the parks capital funding gap
	3.2	Initially city should focus on parks land dedications from developers (eligible for SDC credits) and parks land acquisition
		<b>Maintenance/Operations</b>
	3.3	Tigard should consider a city-wide parks utility fee with or without River Terrace development
<b>4. Potential Public Facility Plan Projects for River Terrace (by FY 2021)</b>		<b>Potential City-Led Projects</b>
	4.1	Parks land acquisition
		<b>Potential Public-Private Projects</b>
	4.2	Neighborhood parks dedication/construction (as development occurs per development agreements)

**PRELIMINARY SUMMARY FINDINGS: PARKS**

The City of Tigard's existing parks capital funds are generally committed over next five years. Tigard should consider a city-wide parks utility fee and an update to its parks SDC and a sub-district parks SDC to help bridge funding gaps in River Terrace and address other needs. Development Agreements could be utilized to allow private (developer) advance financing for construction of neighborhood parks (may be eligible for SDC credits and reimbursement).

# Preliminary Funding Analysis: Findings and Strategies for River Terrace

5/30/2014

<b>Transportation</b>	
<b>1. Funding Trend Expected without River Terrace</b>	<p>1.1 Transportation funding in Tigard occurs through the following funds:                      * Street Maintenance Fund ( +/- \$2.0 M annually)                      * Gas Tax Fund (receives about \$2.9 M annually from State Highway Fund)                      * City Gas Tax Fund (earns about \$0.7 M annually)                      * TDT Fund (committed through FY 2020); unprogrammed TDT fund balance of +/- \$1.5 M expected by FY 2021                      * Transportation CIP Fund (includes +/- \$6.4 M in projects by FY 2020, but 2 projects have a combined +/- \$3.4 M unfunded share)</p> <p>1.2 Tigard's monthly street maintenance fee currently averages \$5.83 per customer</p> <p>1.3 State gas tax revenues are flat or declining per capita</p> <p>1.4 TDT charge per new single-family dwelling is expected to increase from \$6,665 (FY 2014) to \$8,000 (FY 2015)</p> <p>1.5 Tigard should consider a city-wide local transportation system development charge with or without River Terrace development</p>
<b>2. Funding Impacts with River Terrace</b>	<p>2.1 River Terrace absorption could add 280 to 460 net new dwelling units by FY 2021. Total of 1,480 to 2,260 dwellings expected by FY 2035</p> <p><b>Facilities/Capital*</b></p> <p>2.2 Based on the draft Tigard Transportation System Plan amendment, collector and arterial improvements in River Terrace area are expected to cost +/- \$42 M for collector and arterial facilities; there are also additional costs/impacts to county and state facilities outside River Terrace</p> <p>2.3 Available resources from TDTs collected in River Terrace expected to range from \$0.8 to \$1.1 M by FY 2021; and \$11.8 to \$18.1 M by FY 2035</p> <p>2.4 If city decides to dedicate River Terrace TDTs to transportation projects in River Terrace, a +/- \$24 to \$30M capital funding gap would occur by FY 2035 (difference between \$42 M in capital cost and \$11.8 to \$18.1 M in TDT revenues)</p> <p><b>Maintenance/Operations</b></p> <p>2.5 Based on current average O&amp;M costs per dwelling unit, River Terrace improvements would likely increase street maintenance costs by +/- \$160,000 per year (at buildout) and generate \$107,000 to \$160,000 in street maintenance revenue (by FY 2035). It is likely that O&amp;M costs could be higher than average in River Terrace given added costs of landscaping on the planned River Terrace Boulevard</p>
<b>3. Draft Funding Strategies for River Terrace</b>	<p><b>Facilities/Capital*</b></p> <p>3.1 Tigard should consider a local transportation system development charge with or without River Terrace development</p> <p>3.2 Developer-led LIDs and/or reimbursement districts may be needed to fund extraordinary transportation improvements (i.e., bridges)</p> <p><b>Maintenance/Operations</b></p> <p>3.3 Tigard should consider evaluating its street maintenance fee to include added maintenance of selected multi-modal streets</p>
<b>4. Potential Public Facility Plan Projects for River Terrace (by FY 2021)</b>	<p><b>Potential City-County Led Projects</b></p> <p>4.1 River Terrace Boulevard design (including bike/pedestrian crossing at Scholls Ferry Road)</p> <p><b>Potential Public-Private Projects</b></p> <p>4.2 Roy Rogers Road intersection improvements (design/construction as development occurs per development agreements)</p> <p>4.3 Collector and local street segment dedication/construction (as development occurs per development agreements)</p>

**PRELIMINARY SUMMARY FINDINGS: TRANSPORTATION**

The City of Tigard's existing transportation funds are generally committed over next five years. Tigard should consider a city-wide and/or sub-district TSDC to supplement the TDT. City will need to work closely with County to design/construct connections with Scholls Ferry Road and Roy Rogers Road. Development Agreements could be utilized to allow private (developer) advance financing for road segments and intersection improvements (may be eligible for SDC credits and reimbursement).

\* Capital funding elements include land acquisition, facility design, permitting and construction.

AIS-1712

4.

**Workshop Meeting**

**Meeting Date:** 06/17/2014

**Length (in minutes):** 15 Minutes

**Agenda Title:** Update on Economic Development Activity

**Prepared For:** Lloyd Purdy, Community Development

**Submitted By:** Lloyd Purdy, Community Development

**Item Type:** Update, Discussion, Direct Staff      **Meeting Type:** Council  
Business  
Mtg -  
Study Sess.

**Public Hearing:** No

**Publication Date:**

**Information**

**ISSUE**

The City of Tigard's economic development program continues to build upon three areas of activity in order to support economic growth. **Groundwork** focuses on creating the relationships and gathering the data we need in order to be effective decision makers dealing with complex economic issues. **Business Assistance** leverages public sector resources to support business growth, entrepreneurship and increased employment. Through **Innovation** we approach typical challenges in creative ways, building upon the unique strengths of Tigard. Combined, this work is supporting economic growth and private sector investment in the City of Tigard.

**STAFF RECOMMENDATION / ACTION REQUEST**

No council action required.

**KEY FACTS AND INFORMATION SUMMARY**

**Program updates are provided in the attached memo.**

**OTHER ALTERNATIVES**

No action required.

**COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

The activities highlighted above are part of an economic development work plan created to support the City of Tigard's Comprehensive Plan Goal 9. It also integrates findings from the 2011 City of Tigard Economic Opportunity Analysis as well as the Tigard Downtown Improvement Plan.

## **DATES OF PREVIOUS COUNCIL CONSIDERATION**

October 2013 - work plan presentation

October 2013 - economic development monthly memo

November 2013 - economic development monthly memo

December 2013 - quarterly update

January 2014 - economic development monthly memo

February 2014 - economic development monthly memo

March 2014 - quarterly update

April 2014 - economic development monthly memo

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### **Attachments**

May EcDev Update

Tigard Industry Data

Hunziker Industrial Core Study Area

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# City of Tigard Memorandum

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To: Mayor John Cook and Tigard City Council

From: Lloyd Purdy, Economic Development Manager

Re: Economic Development Program Update

Date: May 29, 2014

## **Data - Info Graphics & Economic Indicators**

With design services from the City's Design and Communications Department, eleven economic development related informational graphics are in various stages of completion. Previously we looked at the "commute shed" -- the commuting patterns into and out of the City of Tigard. Now we are using data gathered from the Oregon Employment Department to better understand the relative size of different segments of Tigard's business community. With this data, we can compare the number of firms, level of employment, and wages in each category. The source data for these upcoming info graphics is attached for your review.

Similarly, an Economic Indicators flyer is being prepared that tracks the following data points over time: population, housing prices, labor force, unemployment, wages of residents, wages paid by Tigard-based firms, and business licenses. You received some of this data in your last monthly memo. The final project should be similar to the one-page flyer you receive each month tracking county-wide data. The difference is that this project will track Tigard-specific data.

## **Building Partnership**

Our work with Greater Portland Inc. and the Small Cities consortium continues. We will integrate GPI's Business Retention and Expansion Survey into our existing business visit and business outreach schedule. This survey is targeted for manufacturing firms, but is applicable to other Tigard based firms. Both Greater Portland Inc. and Business Oregon continue to generate business leads which we respond to if there are existing property or buildings in the city that meet the search criteria.

## **Building Capacity**

The Tigard Downtown Alliance leadership team has taken a step forward and evolved into a formal board of directors, for what will hopefully become a nonprofit organization focused on downtown revitalization. During monthly meetings this team of community leaders has achieved the following:

- Produced the first ever downtown art walk (20 artists in 20 locations June 2- 22<sup>nd</sup>).
- Created a monthly "downtown update" email communications campaign.

- Fundraising/sponsorship requests to local corporations.
- Begun preparation of a grant application for Washington County Tourism Funds.
- Worked with the Tigard Area Chamber of Commerce to Produce the Summer Street Festival.
- Hosted a recurring monthly Downtown Dialogue.
- Coordinated a walking tour and bus trip to learn by examples set in Downtown Oregon City.

The board of directors for the Tigard Downtown Alliance will now move forward finalizing its request for federal 501c3 status and official State of Oregon “Main Street” status.

### **Assistance to Businesses**

To date, I have met with 29 business leaders from Tigard's traded sector businesses. At these meetings I share information on the Oregon Trade Promotion Program, SBDC's Grow Oregon Technical Advising Program and the ProStep Employee Training Program. This month we also convened a Tigard Business Roundtable. This luncheon brought together 10 Tigard based business leaders. Business ranged from plastics (aka advanced material) manufacturing to component manufacturers. These companies generally employ more than 40 people and they produce a good or service here that is consumed regionally, nationally or internationally.

### **Fields Industrial Property/Hunziker Industrial Core**

We have reviewed preliminary conceptual alignments for roads, water, sewer and storm infrastructure as part of the Fields Infrastructure Finance Plan project. This is the project supported by a Department of Land Conservation Grant. The infrastructure scenarios we are exploring are intended to serve jobs creation on the Fields Industrial Site and on the other industrial zoned parcels between Wall Street and Hall. (Study area map attached.) Our next step on this project is to share these infrastructure alignments with commercial property owners in the area to gather their input on which scenarios best support private sector investment and redevelopment.

### **Vertical Housing Development Zone**

The State of Oregon's Department of Housing and Community Services has reviewed a preliminary draft of our request for a VHDZ. I expect we will submit this proposal the week of July 7<sup>th</sup> after passage of a resolution by Council at the July 8<sup>th</sup> Council meeting. We did invite the overlapping taxing districts which may be affected by this program to meet with city staff to learn more about this program. In early May, Councilman Snyder, the City Manager and I met with Chief Duyck to discuss this program. The Board of TVF&R endorsed this proposal at their mid-May meeting and will submit a letter of support.

### **Enterprise Zone**

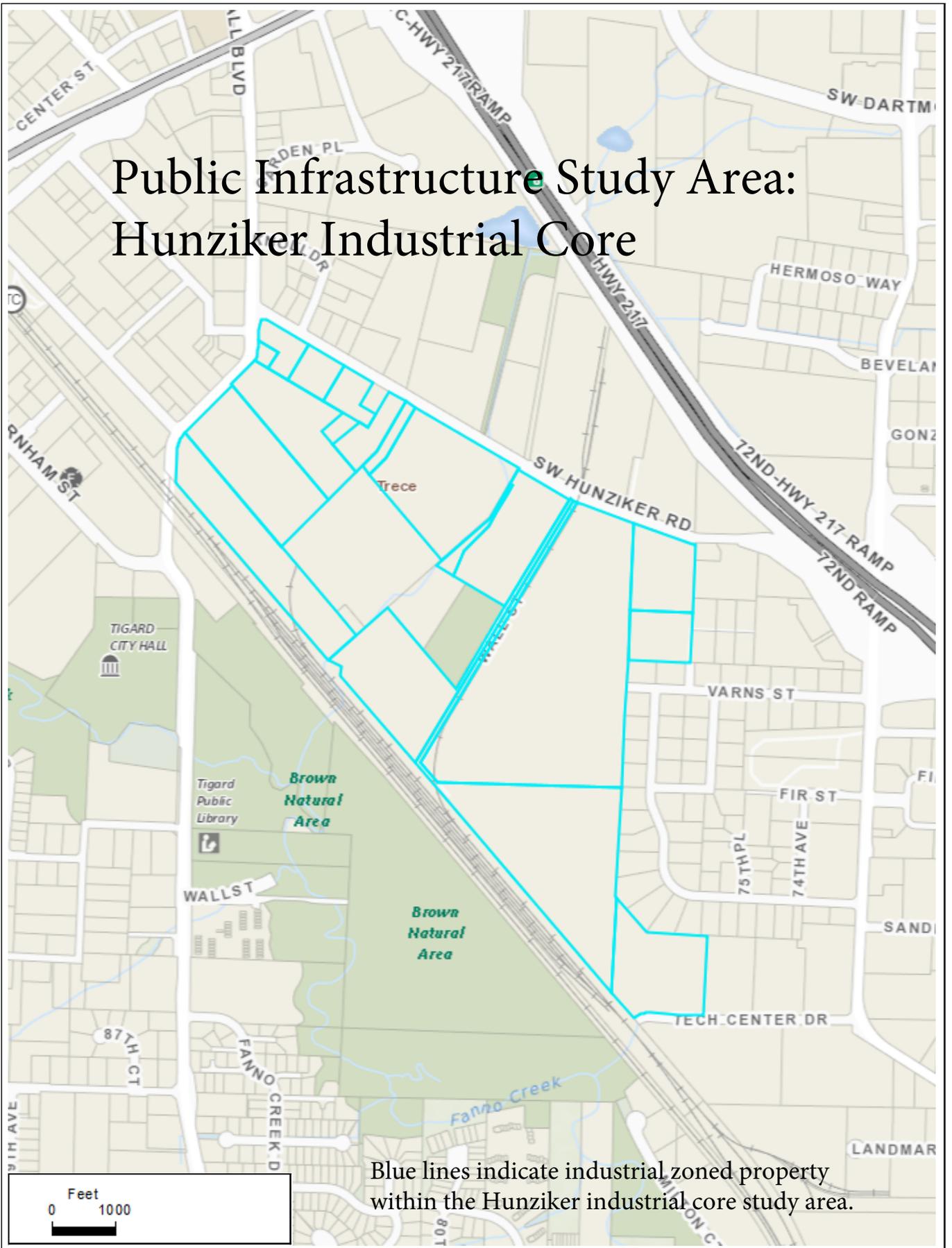
Our collaboration with the City of Beaverton's economic development team on the joint enterprise zone continues. We are working on a draft IGA for both cities to review and adopt along with each city's resolution authorizing the Beaverton Zone's expansion into Tigard.

### Tigard Firms Aggregated by NAICS (2012 OED)

Sectors	Firms	Avg Emp	Total Pay	Avg Pay
Construction	238	3,009	\$181,572,792	\$60,343
Manufacturing	114	2,312	\$121,087,637	\$52,374
Wholesale Trade	308	2,401	\$191,505,445	\$79,761
Transportation and Warehousing	39	595	\$23,732,656	\$39,887
Retail Trade	317	7,356	\$205,923,060	\$27,994
Arts, Entertainment, and Recreation	24	244	\$4,056,746	\$16,626
Accommodation and Food Services	176	2,988	\$55,270,944	\$18,498
Information	64	1,471	\$107,325,997	\$72,961
Finance and Insurance	246	5,154	\$392,789,034	\$76,211
Real Estate and Rental and Leasing	124	490	\$25,605,999	\$52,257
Professional, Scientific, and Technical Services	488	3,887	\$259,164,578	\$66,675
Management of Companies and Enterprises	37	448	\$31,257,107	\$69,770
Public Administration	7	457	\$26,128,564	\$57,174
Administrative and Support	220	6,246	\$183,928,687	\$29,447
Educational Services	53	1,631	\$62,442,198	\$38,285
Health Care and Social Assistance	237	2,217	\$86,569,419	\$39,048
Other Services	250	1,263	\$47,349,458	\$37,490
Unclassified	25	5	\$156,829	\$31,366
<b>Totals</b>	<b>2,967</b>	<b>42,174</b>	<b>\$ 2,005,867,150</b>	<b>\$ 47,562</b>

Industry (grouped from above)	Firms	Avg Emp	Total Pay	Avg. Pay
Traded Sector & Supply Chain	699	8,317	517,898,530	\$ 62,270
Consumer Related	517	10,588	265,250,750	\$ 25,052
Business, Management & Professional	966	11,907	842,271,279	\$ 70,737
Professional & Administrative Services	785	11,362	380,446,591	\$ 33,484
<b>Totals</b>	<b>2,967</b>	<b>42,174</b>	<b>\$ 2,005,867,150</b>	<b>\$ 47,562</b>

# Public Infrastructure Study Area: Hunziker Industrial Core



Blue lines indicate industrial zoned property within the Hunziker industrial core study area.

**AIS-1772**

**5.**

**Workshop Meeting**

**Meeting Date:** 06/17/2014

**Length (in minutes):** 30 Minutes

**Agenda Title:** Demonstration of the Public Works Department's New Computerized Maintenance Management System (CMMS) Software

**Prepared For:** Brian Rager, Public Works

**Submitted By:** Greer Gaston, Public Works

**Item Type:** Update, Discussion, Direct Staff

**Meeting Type:** Council Workshop Mtg.

**Public Hearing:** No

**Publication Date:**

**Information**

**ISSUE**

Staff will give a brief demonstration of the MaintStar Computerized Maintenance Management System (CMMS) software.

**STAFF RECOMMENDATION / ACTION REQUEST**

No action is requested. Staff will demonstrate the Public Works Department's new CMMS software.

**KEY FACTS AND INFORMATION SUMMARY**

Public Works began implementing MaintStar CMMS software two years ago, which has a specialized suite of modules specifically designed for the asset maintenance and management needs. This system allows for the tracking of distinctive information pertaining to infrastructure assets such as streets, sewer and storm water systems, potable water, signs, bridges, paving, facilities, projects and more.

The city owns and operates:

- 247 miles of water lines, including 28,000 water-related assets (hydrants, valves, etc.)
- 167 miles of sewer lines, including 4,800 manholes
- 129 miles of storm drainage lines, including 8,300 storm related assets (manholes, catch basins, etc.)
- 149 miles of streets, including 15,000 signs and posts
- 500 acres of parks
- 20 buildings
- 152 vehicles

The rough replacement value of these assets is \$1.5 billion. In order to systematically and effectively manage these systems, the Public Works Department utilizes a CMMS. A CMMS allows an organization to track the inventory of its assets, plan for routine maintenance work, track asset costs, record important inspection findings, track repair histories, and plan for eventual rehabilitation or replacement.

MaintStar's Work Planning tool is what makes this CMMS software unique. Work Planning is a financial tool that employs "Activities Based Benchmarking," and will assist in preparing budgets for the entire department. This module tracks and analyzes actual amounts of labor, materials and equipment used, compared to the amounts budgeted for that particular activity. The planning capabilities can be done on a weekly, monthly, quarterly, or semiannual basis, and include financial and budgeting sections which track estimated versus actual completed work.

MaintStar also incorporates the following benefits:

- On-line maintenance request feature.
- Remote wireless capabilities for real-time field operations.
- Bi-directional interface with our Tigard Maps GIS. This allows the user to move seamlessly between the map environment and the CMMS, greatly increasing efficiency.
- Improved user friendliness, which expedites work flow.
- Improved reporting and asset management planning for data-driven decision making.

## **OTHER ALTERNATIVES**

Not applicable.

## **COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

2011 Tigard City Council long range objective-"External and internal city assets are well managed and utilized."

## **DATES OF PREVIOUS COUNCIL CONSIDERATION**

July 12, 2011 - The council was briefed on the replacement of the Public Works Department's existing CMMS software.

December 20, 2011 - The council awarded the CMMS software contract to MaintStar.

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**AIS-1794**

**6.**

**Workshop Meeting**

**Meeting Date:** 06/17/2014

**Length (in minutes):** 20 Minutes

**Agenda Title:** Review Comment Cards and Feedback from Council's 5x3x10 Events

**Prepared For:** Joanne Bengtson, City Management

**Submitted By:** Joanne Bengtson, City Management

**Item Type:** Update, Discussion, Direct Staff      **Meeting Type:** Council Workshop Mtg.

**Public Hearing:** No

**Publication Date:**

**Information**

**ISSUE**

Council will review comment cards and notes from their recent "5x3x10" small group meetings with residents. These meetings were held throughout May 2014 and the first week of June.

**STAFF RECOMMENDATION / ACTION REQUEST**

Council is being asked to discuss their desired next steps regarding an advisory election following Measure 34-210.

Should an advisory election be held in Tigard in November 2014 regarding the city's continued participation in planning for a locally preferred alternative for the Southwest Corridor Plan?

**KEY FACTS AND INFORMATION SUMMARY**

Mayor Cook and the City Councilors invited small groups of residents to join a conversation about important issues facing the community. When residents voted to oppose future light rail or bus rapid transit (the election was close & the ballot measure was confusing) in April, each member of Council selected three dates to meet with 10 residents to better understand their thoughts and ask how they felt about high capacity transit, congestion relief, walkability, recreation, economic development and making community connections. The Council believes that all of these topics are interconnected and that the city will thrive when those elements support each other.

Residents were contacted individually, through community member reference and via a 5,000-member email list compiled during the last community attitude survey. At the conclusion of each gathering, residents were asked to fill out a short survey on topics. The comments from each of these cards have been compiled and attached to this AIS. A staff member attended each of the small group meetings to record public responses to the

questions asked by each Councilor. Those comments have been compiled by topic and attached to this AIS as well.

## **OTHER ALTERNATIVES**

Council could choose to do nothing or design additional input opportunities for residents.

## **COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS**

### **DATES OF PREVIOUS COUNCIL CONSIDERATION**

Council's 5x3x10 meeting dates:

Thursday, May 1 @ 6:30 – 8:30 p.m. @ Symposium - Mayor Cook's Fireside Chat (12345 SW Main St.)

Thursday, May 1 @ 7 p.m. – walk with Councilor Woodard - starts at City Hall (activity)

Saturday, May 3 @ 10 a.m. join Councilor Snider at Primo Espresso (15981 SW Hall Blvd.)

Sunday, May 4 @ 2 p.m. - walk with Councilor Woodard - starts at City Hall (13125 SW Hall Blvd.)

Wednesday, May 7 @ 6 p.m. .talk with Councilor Snider at Durham Elementary School's PSO Meeting

Wednesday, May 7 @ 7 p.m. @ Hudson Plaza Community Room (12950 SW Pacific Hwy,)

Wednesday, May 14 @ 7 p.m. at Hudson Plaza = CPO 4b/m

Wednesday, May 21 @ 3 p.m. meet Mayor Cook @ Fanno Creek House (13335 SW Hall Blvd.)

Wednesday, May 21 @ 7 p.m. at Hudson Plaza = Anti-light rail representatives

Saturday, May 24 @ 9 a.m. - walk with Councilor Woodard - starts at City Hall (activity)

Monday, June 2 @ 9:30 a.m. - with Councilor Woodard - Summerfield Club House Board Meeting

Thursday, June 5 @ 6:30 – 8:30 @ Symposium- Mayor Cook's Fireside Chat

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## **Attachments**

[All Comments by Topic](#)

[All Comment Card Responses](#)

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## All Comments Compiled from Council's 5x3x10 events - sorted by Topic Area

### HCT Issues - BRT or LRT?

- The March ballot measure was difficult to understand.
- Wants ability for citizens to vote on HCT projects because does not want what happened in Clackamas County to happen here. He moved to Tigard because he wanted a suburban lifestyle. Doesn't like high density. Urban development translates to high-priced housing.
- Stated a vote on HCT in Tigard would be a valid option. Referred to County Commissioner Duyck's statements; the citizen attendee did not think the county should have veto power over anything in the City of Tigard. Noted his appreciation for these types of meetings. Added that he did not want a higher crime rate, which is associated with HCT.
- Noted support for HCT. He believes in expansion. Commented on condition of Hall Blvd. (near Oak Street). His car was damaged because of a large pothole.
- In addition sidewalks are needed on much of Hall Blvd There was a brief discussion about the condition of 99W and the efforts to improve the congestion on this highway.
- Dissatisfaction was expressed with bus service because it is so slow to get to a destination. There was discussion about dissatisfaction with subsidies to mass transit. Mayor Cook noted that transit is subsidized in almost all instances across the country.
- Reasons why people use mass transit were noted; i.e., limited parking downtown especially near cultural venues or sports facilities. Some people are not put off by the slower time and use the opportunity to do work or read.
- Some people do not own cars; can't afford them or prefer not to own.
- Some people have no interest in owning cars; yet, want to live in a community like Tigard. Tigard does not have comprehensive bus service now.
- Developers appear to build without thought to transportation to serve the new developments.
- WES ridership has picked up. Problems with limited times of operation for this commuter rail service for people who want to travel later in the day, mid-day or on the weekends. WES has ridership from people who commute from Salem to Portland; they access WES in Wilsonville.
- Voted no because he believes planning for the future is necessary. One thing that concerns him is the perception the HCT will bring crime.
- Discussion followed on whether a high crime rate can be attributed to HCT.
- Density will only get worse.
- Even if Tigard does no more building, there is essentially only one major route through town and people moving farther out will be traveling through causing impacts to people living here.
- Supports planning in that he anticipates more and more people will be traveling 99W. Planning is needed so we don't have a "desert" of traffic.
- Very opposed to light rail. It's a "huge gravy train." Referred to accommodations of bike traffic with lanes devoted to bikers while people in vehicles are slowed down – thinks this is an unbalanced approach.
- Wants to see Tigard remain as it is now. Noted concerns about "big money" behind light rail.
- Noted she thinks there is a trend in that younger people do not necessarily want to own cars. They want to continue to live in a suburban neighborhood and access mass transit.
- Over 50 residents in the bull mountain neighborhoods, most of them did not vote in the March election.
- They didn't vote because they thought that the issue had been settled, and did not understand why they were being asked to vote.
- I discussed the details of what the SW Corridor plan was, (including improvements to local streets, etc.). When asked about their choice between light rail and rapid bus, the preferences were about 50/50, but only two people said that the didn't want rapid transit.
- Is it the WES? What is the bus option? (JS explained that there are lots of ways to handle dedicated right of way with buses.) Is this just one step above an express bus? Why is something other than WES needed?

Why are those connections not working? (JS explained that geographically, demographically, we need to move more people to and from jobs and homes.) Discussion: people who love subways love the WES.

- The ballot measure restricts building high capacity transit without voter approval. The measure is triggered by a broad set of circumstances. The Council wants to know whether you support continuing to plan in the process. Some think a vote is needed to continue with planning  
Remind us of the wording. Some recall it was “poorly written,” confusing, with a yes vote meaning no HCT. The group discussed that they would support continuing with investing money in planning even if it took a vote to move a later project forward. The group talked about “the guy on Bond Street” with all the signs on his car. He came door-to-door, gave a dissertation about the measure. He was not ignorant, but implied that without voter approval, LRT might go “right through my yard” and a no vote would allow people no say in how and where HCT would go. What about the fact that we elect our city council and representatives to represent us? (JS said that was why the council was checking on the intent of this vote and even if the intent is unclear, determine what people want.)
- There is some confusion about whether the plan is or is not to put light rail down 99W. What do people know, if anything about this? What is the plan? (JS said that none of the alignments are planned for 99W.) Wish 99W could be 6 lanes but I see that would be impossible. Barbur may well be able to have 6 lanes in Portland but the ROW needs there are different.
- Prefer a bus version of rapid transit because when riding light rail, they never check fares and on the bus they always check your fare.
- Tigard is walkable, bikeable, busable. Where else would you go to find that?
- Prefer BRT near triangle
- In favor of light rail if located off 99
- Kids today don’t have an interest in owning vehicles, are able to get where they want to go with transit and don’t want the expense or headache of owning a car
- TriMax didn’t do an efficient economic study – said they lose \$50,000/month and he’s sat at the signal and seen only six people riding.
- Goes to the downtown post office and a traffic engineer said they could pay taxi fare for everyone to Wilsonville and pay less than what they’re wasting
- 34-210 questioned the capacity needed for light rail.
- Low income housing that looks tacky (used example of N. Interstate glass and steel boxes) – this kind of housing would ruin this town
- Bus mall in downtown Portland in the 1970s made it easier to get to town, in favor of the city studying an efficient bus service
- LRT – as time goes on, we’re never going to see the price of oil go down. One thing we have in abundance is hydroelectric power – the ecological impact of putting more buses on the road isn’t a plus. With light rail, he said he’d love to hop on and ride it all the way to work.
- In favor of any kind of HCT? Depends on placement – down 99W, not in favor of it
- What is BRT? She likes buses that move over to pick up/drop off
- Doesn’t ride transit, prefers walking and driving. But her kids are more integrated with transit
- If HCT comes to Tigard and is helpful, would it take away from 99W resources?
- (MW) BRT would require ROW and acquisition. Councilor asked if residents would move to a city with more accessible transit? Could lose transit & taxpayer user base in Tigard
- Her issue with public transit is that more pet friendly people would ride public transit if they could take their pets
- Example – Oregon Humane Society Doggie Dash: TriMet has hours that dogs allowed on transit to get to the event
- Prefers being a bus and bike rider. Family has a car but they try not to use it unless they have to.
- Since the measure passed, no money can be spent (even planning) for HCT?
- Overall concern for how much money was spent to date on planning for something that may never come (CRC example)

- Planning money is now in the trash
- Don't want to give folks an open ended checkbook
- Not knowing where it was going to go was an issue
- Not knowing the cost was an issue
- Light rail in Clackamas County, the additional crime that it drew to Clackamas Town Center
- What does it bring to our neighborhoods?
- What does it do to our community once it gets here?
- 99% of us think 3 years from now, not 20 years down the road. Someone has got to take this long view, especially in a growing community.
- They like it the way it is
- But complain about traffic
- Like BRT because there is a driver, aka "peace keeper" to avoid crime
- Concern about fixed rail, light rail
- Interested in moving people
- Busses are an option
- A lot of concern about light rail
- Will need to provide bike access and parking
- It was complex measure
- That is why voted against the measure. Council is looking out for us.
- Don't think people understood all of it
- Bull Mountain residents can't vote in Tigard, so were unable to vote on the measure. However, they will be impacted by the decisions that are made here.
- Thinking about the 55,000 people in Tigard
- Went to the city's meeting where only 70 people attended
- Most voices were angry
- Don't believe that BRT is seriously being considered as an option, only LRT
- Tigard will not slow down progress for whole region, right now we are a cog in the wheel
- If you can address concerns i.e. safety, route, mode, cost, etc. people will feel better
  - You will get consensus and that is where people want to get to
  - Transit proximity is important to people on both sides of the age spectrum
- Would you be meeting with the public if the vote had been so close the other way?
- What does the ballot measure actually say Tigard has to do?
- Does the council see any option other than go to a vote?
- Does the region have any experience with BRT?
- Would we need to install new tracks for light rail?
- How does enhanced bus service serve light rail?
- What happened in Portland-Milwaukee Light Rail – did the city have to go to voters for local share?
- Is Sherwood included in the SW Corridor Plan?
- There is a safety perception regarding light rail, people are fearful, would be more acceptable if the safety issue didn't exist. However, voters are not the experts. Let people who know something about it decide. HCT is wrapped into the emotional issue of safety and money.
- The level of outside-of-Tigard influence surprised his wife, how heated the debate was. HCT is a good deal for future people; people want transportation options, think about our kids and our kids' kids, many in the future will use it; many young people would rather go on light rail than drive.
- What's the benefit of HCT over WES?
- Personally don't see the danger or safety issues of MAX. Light rail connects to more quicker and better access than bus, better to airport and sporting events. I don't think about taking the bus but I would take light rail. MAX through NE Portland was difficult, so adjacent secure parking is needed.

- Communication about the ballot measure was really bad – because of doorbelling messages, everyone thought it would come down 99W which brings up a NIMBY issue.
- Back to ballot measure follow up. What was the money source of the “yes” vote? The meaning of a yes vote and no vote was unclear. BRT may be a better choice, easier to communicate about bus traffic and how it can connect with the transportation system and MAX. Concerns about crime in Gresham as it affects MAX seem to overshadow everything else Don't build a barrier where "tracks" divide the city. Elevated alignment can work.
- Attendee said he was pleased the council won't bury their head in the sand, need to plan and continue being part of developing an option. Necessary expense for our kids to create a viable, vital place
- From my perspective as a co-petitioner of vote- Wish we would have gotten a more clear outcome, some of the wording may cause question. Our objective was to give citizens the chance to say yes or no on rail without it being rammed down our throat
- Input opportunities are disingenuous
- Metro meetings are more of a puppet show. Went to a Metro meeting, didn't care about citizen input
- Don't really listen to the people. We said no, and we are still here talking about it
- Because we all will share the costs, we should all get a vote
- Reasons people signed the petition: Some cost - Some crime - Some “It doesn't go to the right places” - Some don't want light rail, some don't want any HCT - This effort does nothing to relieve congestion
- I live in suburbs for a reason - Not looking for an urban experience - multistory housing or rail
- The city will not grow, people will not want to live here
- If you want to ride the train, move to Portland
- Tigard can be affluent, low crime, good schools, etc.
- Houston has no zoning whatsoever and it is a beautiful city – property values are very low and affordable
- We all know that it is light rail - There is a foregone conclusion that light rail is coming
- They were considering 2 lanes down the center of Pacific Highway, or elevated rail
- Portland is a light rail city
- BRT is only the worst case option, it doesn't bring the big federal dollars
  - Big money comes from big projects
- Busses are more flexible than light rail
- Wherever it goes it takes capacity away
- Political manipulation to add BRT
- People don't ride transit - I've never used mass transit
- People don't ride the Hall/Durham Bus
- The bus north of Bonita backs up traffic
- Only 4% offloading in Tigard
- Doesn't address primary circulation – it doesn't go where it needs to go
- Takes too long to get where you need to go
- Make improvements to current system - Spend money on bus pullouts
- Build more rain shelters at bus stops
- There are concerns about cost -Tax payer total is about \$3 billion
- Life of light rail is 30 years; then needs replacing
- That is over 8 million per month
- My experience is from managing a factory, I look at dollars on capital return
- Every time they dig in the ground the cost doubles
- Tunnel from London to England is less expensive
- No one on City Council asked petitioners: What is your input? What do you want? We put a lot of time into gathering signatures
- We can assure you that if light rail goes for a vote, the people will say no.

- People against measure had more money, and slandered our campaign
- I helped John Cook get elected, am now disappointed. He confused people - Stood in front of church with a flyer
- Generation Y Cityscape article: there will still be 20-30 year olds who want a yard, dog, etc.
- If Tigard City Council passes spending \$375,000 for further study of light rail, we will be there with pitchforks and torches
- That is a game changer
- This is out of hand
- Will make national news
- Will hijack neighbors voice in the election
- There should not be a decision to move forward with planning
- If you are going to spend this money, please put it on the ballot
- Let's make it a really clear vote
- What steps is City Council taking to oppose high capacity transit?
- What is your plan to oppose HCT?
- The measure requires the city to oppose HCT as a policy
- Councilor Buehner's measure was just to confuse people
- If Tigard must commit resources to plan we have to vote on that planning. You know the number of hours it may take and money Metro needs. The people should vote on this.
- Would that vote cost the \$60,000 it cost as in the last election?
- If we are not part of the planning process it will happen without us. Tigard cannot stop the need for transit. If we just let the state or Metro do it without us, we will reap what we sow.
- Look at the bigger picture. Government planning did not work when airplanes were developed. The Wright brothers could not get government funding and had to go to the private sector. The airplane funded by the United States government failed to fly. The future of transportation is in cars that drive themselves on a rail system, so Grandma doesn't have to get out and stand at a light rail station and be vulnerable to an attack. The people of Tigard are saying that you should get someone to develop something and sell it to you; then you can sell it to us.
- The only railroad that survived the depression was the one that got no government funding.
- Council is a group of wise people, but they are robbing themselves of the intelligence of the entire city when decisions are made on future mass transit.
- I want to clear the deck of campaign season untruths. It was said that Tigard deliberately selected an election with low turnout and that simply was not the case. Tigard has a small window of opportunity for initiatives (90 days) and it has to be placed on the next election date. The people working on the initiative did not care when the election date was. But I want to remind you that the previous year, when the city put their measure on, the city spent \$53,000 to put it on the ballot for November. There were many vitriolic exchanges during the campaign that should now be "water under the bridge." The city must face that King City passed a similar measure and Tualatin is going to pass one. You would think that the city would take advantage of the upcoming November election and put a simple measure on the ballot to request voter approval of their \$350,000 EIS share.
- There is much evidence that this is entirely about light rail. There have been recent discussions about structures over Bridgeport Village and TriMet has purchased land along Barbur Blvd., identified under the line item of "future Light Rail Station." The people who want the vote are not going to go away and it will only "turn back to nasty" if there is resistance from the city to get an up or down vote and live with the results.
- A result of 51-for and 49-against, with 37 percent voter turnout is meaningless. You don't know what people want. What you are doing is the right process because you don't know anything (from the vote). People were confused.
- The charter was changed; this is not subjective.
- Is the goal to bring light rail to Tigard? Don't we already have light rail?

- Who is on the SW Corridor planning team?
- Make an HOV lane down 99W.
- Is the money being diverted from street maintenance towards this investment?
- Is there any talk about putting in a SW bypass?
- The I-5/99W connector has been obstructed by political might and was delayed in preference to the SW Corridor transit. The connector would be more helpful.
- Light Rail along I-5 cannot possibly reduce traffic on 99W.
- We treat this as if Portland is Mecca. But Tualatin and Dundee are getting big (as destinations).
- Attended a charrette in King City and everyone there was in full agreement that what we need is more time to cross 99W. Yet we heard about bio-swailes to cool the rainwater before it gets to the Tualatin. They want trees planted but we will have to take care of them. Do we need federally mandated environmental plans? Doesn't the state have their own regulations?
- Don't put down rails because they are inflexible. Does not trust TriMet management.
- WES did not revitalize downtown Tigard.
- I don't know why we are saying that planning cannot take place.
- You said the planning can be continued. You can plan. Don't you think it is insulting to go back to the voters?
- It is ridiculous that we have to say, "We are against high capacity transit."
- Are you planning to bring light rail into Tigard?
- I want the elected officials to do the voting. We need a plan in place and the existence of such does not require us to act.
- The City of Tigard undertook a planning effort to improve traffic on Highway 217. Tigard and Washington County provided money to the state to improve the flow of traffic. If the city can do this, they can do other planning. The city attorney agreed that Tigard can plan.
- Going to another vote is dangerous. Voters could think that the City of Tigard won't, "Do what we want."
- I wouldn't oppose another vote, but this is why we elect a city council and pay our planners. I have faith in my current council. I prefer that we put information in front of the community to let them know the truth and ask them, "Are you opposed to HCT? Do you want the city to say we are against HCT?" I think the result of that vote would be different.
- Do the planning. Then put the plan and the cost to a vote. Add three words to the letters the city is required to send so they read, "We are against high-capacity transit, without a vote."
- Governments have to take risks. Are we going to have legal issues if we plan? Are our actions defensible? If we go to a vote it shows no confidence in what two mayors and the city attorney said. Why slap the voters if the face with another vote?
- It is time for the elected officials to exercise leadership and do what is right. If Tigard puts a vote on the fall ballot you are saying you don't trust the council and staff.
- Is this part of what was voted on in Clackamas? Are the same people involved? Isn't this showing their true motive?
- Their motives are to stop transit. Let the people of Tigard show them for what they are. Have a clean effort that shows the options and asks what people want the city to do.
- The world is changing. City officials have to pay attention and planning is the cost of doing businesses. If we don't plan we are lobotomizing the city. I understand we get to vote on a plan. But without a plan, it is intellectually vacuous.
- People are getting tired of taxes because they are not getting their money's worth.
- Did the group at the Town Hall say the EIS cost had to go to a vote? If it doesn't will they sue? Did the city attorney say it is defensible to plan?
- Planning is essential but it sounds like there is reluctance on your part. You are the mayor. Step up and push back!



## Congestion Relief

- Traffic congestion is terrible on 99W. They see the difference that the Greenburg/Main/Hall improvements made. They are all looking forward to the improvements on McDonald/Garde intersection. However, congestion, particularly from the King City area to 217 is still really bad.
- Current bus service is totally inadequate and too slow. Tigard needs a solution.
- It would be ridiculous to create a dedicated bus lane on 99W. Having a large station with substantial parking in the triangle would be really helpful. Without any rapid transit to south Tigard, a regular shuttle from near King City to the triangle station (or downtown station) would be critical for success. Bull Mountain/Summerfield area residents are constantly complaining about the dearth of bus service. Either residents would need to drive to the triangle and park, or drive to a shuttle near King City (WITH A PARKING STRUCTURE FOR DAYLONG PARKING) to accommodate those drivers. Then there would be a reasonable method for south Tigard residents to use rapid transit.
- Believes that articulated buses could solve the problem
- Can't visit businesses from Durham to 72<sup>nd</sup> because congestion is so bad. He's retired now and has to go to downtown Portland twice a month for appointments and dreads the drive
- City should turn 72<sup>nd</sup> into a One Way going south, at 68<sup>th</sup> change to One Way, the other direction, then pedestrians only have to cross two lanes of traffic instead of 5
- Congestion is terrible – starts at Tualatin and goes thru the city
- Does recent signal modulation help traffic? I haven't noticed. I avoid 99W
- HCT, light rail transit would be great, plus in theory, you can expand it more easily, make it go more places, add tracks, add cars, more than extending streets, such as to Salem. Opportunity for better connections with LRT. Also fossil-fuel wise, for pollution, LRT is better. (JS explained that LRT carries more people than buses – 300 vs 70). One person expressed confusion about why people were opposed to it.
- Favors plans in place years ago that cut off access of the businesses along 99W to reduce hold-ups. Said city should gain right-of-way along 99W for dedicated bus in a 3<sup>rd</sup> lane
- It's not faster to drive – you have traffic, finding a parking spot, issues that are not a time savings
- Most traffic isn't from Tigard residents, it's everyone else who drives thru the city or works here
- People would take downtown to get around tie-up on 99W
- Traffic along Hall is bumper to bumper and takes away capacity – jams everything and drivers can't get anywhere
- Traffic is number one problem
- Upset when he learned that ODOT would cut off access to coffee shop owned by his friend in Joann's plaza
- Would like light rail that goes all the way to Salem
- Would like to be car-free because city is walkable, busable, bikable
- Yes, we have a problem. Some friends are car-centric and she knows there's got to be an answer to Pacific Hwy.
- Westside Bypass - Only advancement we've seen in last 50 years is Hwy 217
- What we need is a bypass – and we can get it for free (toll road)
- Take out the traffic that doesn't even want to go here
- The needs of the younger generations are truly different
- Part of it is society: we don't address the reasons that crime starts
- Folks will take the path of least resistance to get what they want
- LRT had recent service disruptions during the snow storm
- Bus has more flexibility
- As needs and demographics change you can change the route of a bus
- WES is really nice to ride
- Takes too long, doesn't save me any time

- Would add to my commute
- Most Tigard residents use back roads as a means of transportation. In the Triangle, WalMart will really affect circulation around the city. Some thought there should be limitations to big box. Councilor Woodard asked should council change that, discuss limits? Summerfield - we choose not to go downtown because of parking, 99W is impossible after 2:30 p.m. so we avoid or plan our day around it. For those who work, the commute corridor is important - improve that.
- Citizen's ongoing plea: congestion
- The city has a log of projects on the books that don't make sense:
- 4-5 lanes on Hall Blvd, which will tear up sidewalks
- Busses traveling down people's back yards
- WES isn't widely used and the noise upsets a lot of people
- Sattler and Hall Blvd. is a horrible location for a transit Center
- The City is flat broke. Asked for money for a clock tower.
- We had to raise PGE fees to hire back resources
- What has the city done with the money it has to fix congestion?
- Kenny Asher is now working for the city of Tigard. He helped hijack the vote in Milwaukie
- I'm personally not against transit, but this transit is not a solution to our problem
- Don't want a hub and spoke system
- John Charles should be used as a resource as the city moves forward. Spends a lot of time on public transit. Should have him speak. Cascade Policy Institute 2 minute DVD
- Young people don't drive as much as we do
- Driving has been a status symbol; will that continue to be true? Probably, due to advertising, etc. (Transit systems don't have the resources to invest in advertising)

## Economic Development

- When asked about the impact of transportation on bringing business to Tigard, they said of course it is critical. Only the areas around Washington Square and the triangle have reasonable access. Other areas are hard to reach. That discourages businesses to locate nearer to residents.
- Economic Development: do you see a connection between an efficient transportation system and a healthy business community? Yes. But in this economy, people will take jobs anywhere they can get them. More shopping means more consumers. 99W is definitely a barrier. It is too hard to get around. That is already changing with the traffic changes in the Triangle at 72nd and Dartmouth. If you want people to come, make it easier to be there. (JS outlined how the city was taking advantage of the Walmart development to make transportation improvements at those intersections.) When you talk about walkability and biking, maybe find ways to make young people getting around on bikes less vulnerable. As long as walkability includes non-motorized vehicles such as scooters and bicycles, and young people to walk around in groups, which they do, that is good. (JS: what can city departments do to encourage this? Library? Police?) The library is already great – there is a Sesame Donuts and we bike there. Maybe have satellite recreation centers on trails or connect trails to the community center. Have Tai Chi classes at Cook Park.
- Problem with Tigard is that Walmart/big box was snuck in on residents
- Council is considering addressing further big box restrictions- perhaps with siting rules.
- Walmart is in direct competition with Winco, Dave agreed that Winco treats their employees a lot better – many employees are millionaires in pension.
- Triangle is ripe for plaza space – MW explained that city-activated public recreation space activates economic development, explained fitness parcours, looking for public ideas to connect to the rest of Council
- European building trends are similar to what's being discussed for River Terrace
- Neither man in favor of junky looking low income housing that's cheap to build
- In favor of a mix of low and high income housing
- Would like to see that in the triangle so that we can keep jobs and housing here so that people who don't live here don't work here. Imagine the traffic improvements with 8,000 less people driving to the triangle every day. Really like vertical housing as long as it wasn't too tall.
- Bottom floor retail, 2<sup>nd</sup> floor offices, 3<sup>rd</sup> floor housing – downtown Vancouver is amazing
- If some version of transit came thru Tigard, would love to use transit as a quick ride to avoid traffic and connect with friends and family for community events.
- Bring services to Tigard that people want
- Don't bring big name stores downtown – could get that anywhere. (Ex. Fisherman's Marine is where she goes for big-ticket items because they'd probably be cheaper.)
- Connection between transit & healthy economy? Heck ya! Think of Multnomah Village. Friends live within walking distance, house prices thru the roof because people want to live near those services/activities.
- Visiting the businesses on Multnomah- Traffic crawls thru there, but it doesn't stop anyone from visiting and nobody complains. It's the businesses. You have to have places people want to get to.
- Tigard is doing a lot now
- Trying to deal with 99W
- “Agree the city had come a loooooong way.”
- Lived in Bull Mountain for 30 years, been talking to the city for the last 25 about the same things, but the last five years have been different.
- Economic development. You know when you are in the center of LO. Where is the center of Tigard? Need to have stability to support the city, recreation and transportation - they are all interconnected, pretty related, all in synch but have to prioritize; transportation first, then development will happen.
- When I think of Tigard, I don't think of a city, there is no downtown, no center to it, all those roads run through it. I know where Wilsonville is, center of LO, and Burnham and Commercial are good. Conclusion was that Main Street is great, but getting there is hard, because traffic on 99W is awful.
- Tigard does not need the finest version (i.e. Lake Oswego), good is good enough
- I would like to see economic growth

- River Terrace will bring a flow of money to the City of Tigard
- Tigard is on the brink - Low income apartments, brings more problems
- More strain on teachers
  - Low income kids don't get the attention at home
- With more families in poverty, our schools will decline

## Downtown:

- What is happening?
- Main Street/Green Street is creating more congestion
- Would like something to bring more people downtown, loves to shop local and supports the farmers market
- Old beer/wine gift shop – what will happen to coffee shop if converts to small restaurant? Would like to see affordable fare with options.
- Likes gift shop and food kiosks – would walk downtown just for something like that.
- Keep businesses simple – likes to sit outside with dogs and people watch, would like music/wi-fi
- Sad to see A-Boy go. Service was close to her home, but not convenient for most people.
- Really would like to see an ice cream shop
- Starbucks. Love to stop with the dogs and take a break.
- Would like to have a downtown that is more inhabitable, but the construction gives her hope.
- Day labor place, drive axle – not a service she would use. Attracts a “different” crowd
- A different quality of businesses downtown would bring life to downtown
- Options – want more things to do downtown than just Max's brew pub
- Need to give people a reason to come downtown – examples: kiosks, voodoo donuts van, Mississippi pizza.
- Tigard has better accessibility and outside traffic circulation but lacks a good downtown
- “If the bike shop was someplace I would go into – right now, I would never go in there because it creeps me out”
- A good example – “look at the liquor store – If we need a bottle of tequila, I will come down here.”
- “Look at this street – its empty! But look at Multnomah at this same time of day – it's packed because they have restaurants (Marco's, O'Conner's, Fat City Burgers) and a book store, a card shop, jewelry store, yarn shop. There are attractive, family-owned businesses that I want to use.  
Fishing/tackle shop – this business is fine – this whole section (waves to drive axle, embroidery shop, nail shop, bike shop) can be razed. Looks dirty”
- (MW) explains downtown façade improvement program “Yah, but even if you put a nice façade on those places, it's still not going to do it.”
- When Cross-Fit business came to downtown, thought it was great...then the cigarette business came in next door and (gestures with shrug and hands up “meh”)
- Tigard is a weird mix and not in a good way
- Symposium Coffee - She thinks that's a great fit for downtown.
- Graffiti on Main St. – and they're dealing drugs. Can we get camera in the trail head areas?  
(MW) Marc encouraged her to call police non-emergency when graffiti is sighted, be persistent
- Can start to see changes in Downtown Tigard
- City needs a place for music – coming to downtown for farmer's market is great, would love to have year round events and in the downtown, things that draw people to the city.
- Halloween – hugely successful in downtown. Love Trick Or Treat Main Street and if you have events like that, people will come and they won't mind the traffic.
- Talked about destination services & businesses. It's all about destinations.

## Walkability, Community Connections

- Walkability and the city's vision, including community connections. What do you think about this? Is this direction the most important one for the city to take? Where do you walk and what do you want to connect to? This vision has a great connection with HCT, including taking cars off the road. Don't like to walk on Bonita now, it is such a busy street. I don't want to walk on 99W – why would I want to do that? Durham, Boones, are “banana bonkers” for trying to walk on them. 81st has no sidewalks, or major gaps, with a few hundred feet of sidewalk and then none. It's not consistent based on who developed the houses, and my kids and I feel safer on the sidewalk. We would walk more places if there were more sidewalks. If you are taking scooters and bikes, it is very important to have sidewalks if you want to have those with kids walk more.
- Interconnection and walkability, where is the center of Tigard that we are talking about? Getting around where? There is not a good sidewalk on Hall to get to the library. And Fanno Creek Trail connection to Library is not very safe. We like biking on the trail, but not walking. From the library to Main St. in Tigard, the trail does not seem very safe – low lighting, creepy people, crazy dip-turns for bikes, it would be much better if there were more hubs along the way. We have businesses and industry here, and our neighborhood cared about what Elmo Studds would become. If it is to be a bouldering gym, could there be a coffee shop and a pool there too? We don't really thing about walking unless there are shortcuts and trails (like Sunriver); there need to be ways to engage people along the way.
- City should look at bike licensing for trail development
- Connectivity solution? Sidewalks, sidewalks
- I read through the SW Corridor Plan -Every little walking trail and street improvements are included
- Kids have to walk on bike lanes and road, city should focus on trails surrounding triangle, developing short cuts to improve connectivity
- City has lots of areas (Twality Elementary) where there are no sidewalks at all. When you can change that, you make Tigard more livable. Dave used to run every day but speeding cars and no sidewalks made it too dangerous. Now he uses treadmill
- City needs to look at new fees – can't rely on a road tax when millennials don't have cars
- Areas around McDonald that are already developed – and don't have sidewalks. Does that mean they never will? City can't go back and make developers from 80s put in sidewalks. MW: city will put resources into the most critical needs
- Look at the Pearl. They live/work/play in the same 10-block radius and they're good with that because all the services they want are there.
- People who want to visit a city park today have to get in their car and drive to a park. His biggest issue with Walmart wasn't that they are building here; it's that they've taken the last big open space that could have been used for a track or gym – public recreation land. So much public opportunity was lost for something that could have been great.
- Look at Cook Park – need something like that closer to the center of the city
- I think I can walk almost anywhere I need to in Tigard. Was excited when H Mart came in, but can't do all my shopping there. It's very specialty. Need an all-purpose store
- Wish Trader Joes was closer – Bonita is a less friendly walk
- Currently drive a 'loop' for groceries –Winco, Costco, Freddy's, New Seasons
- Love BiMart for staples and friendly staff. Easy to walk to.
- Rides her bike more than she walks.
- On her early morning commute, "I'll ride my bike on Pacific Hwy rather than the Fanno Creek Trail system because I don't feel safe (gestures to path in front of them) – see how this shrubbery is blocking the view of what's ahead? People can lurk around over-grown bushes, there's no lighting on most of the trail."
- Afternoon is better because of light.
- Trail 'campers/homeless' are fewer, and she appreciates it.
- Also need a Bike n' Hike shop (like Beaverton's) not a big chain, but a local/Oregon chain with great service. Big Box will just make Tigard generic. We need some unique businesses.

- “Over the last 32 years a lot has changed, but in many ways...not. We still don't have a good gym, basic facilities that draw families – YMCA, Zoom-Care, Bike shop (that's not creepy)”, Sip Divine- with guitar music, small bands, antique/small artists shop, Lake Oswego's specialty salt shop
- Urged Tigard Council to study what cute, successful places have going for them and apply it to Tigard, which has better accessibility and connectivity.
- “How can the city incentivize the ‘icky’ businesses to get out so more desirable businesses can come in?”
- You have to study Multnomah Village, Mississippi Ave., you go to these places and you have options that we lack in Tigard. You don't have to drive, but if you do there's parking in surrounding areas.
- Vancouver's Esther Short Plaza is magnet for activities and music on Sunday's
- City needs a town square of plaza with playground, music and something to draw public together
- Trail improvements – ask Frontier to move and replace creosote smell with something aesthetic. Move industrial out, merchants and services in
- MW asked where we should invest public dollars – both said public partnerships important- can we trade property elsewhere in the city for relocating businesses? Verizon property could be a good investment for public dollars – maybe a shared space?
- Not sure how city government works, but in high school in California, city services shared sites with businesses so that it served both entities. Property trades?
- Logging industry does that all the time. City needs to decide where they want an industry and then searches out the businesses. MW: could be a strategic opportunity.
- City needs a trail that goes all the way around Tigard Triangle, benefits users and connects theater users and home
- Likes North Dakota St near her house, but missing sections of sidewalk make it harder to get around.
- Likes the new sidewalk/trail section by the bike shop
- Dislikes walking on the street (Johnson St.) until she can get back into Fanno Creek trail/parks
- Likes coming downtown in early evenings if stores stayed open a little later, had things to do after eating
- Would love lighting along some of the pathways, near parking lots – Example used was Tualatin Skatepark – lit up bright as day while Cook Park and trails are pitch black for walkers and bike commuters.
- Some walkways/paths are overgrown – would walk areas more when lighting is available or brush is cut back so not as scary
- Encourage better crosswalk service – people don't stop for pedestrians
- Complete Fanno Creek Trail
- Get the power line trail done
- Open trail from Mistletoe to Sunrise Park (paved road under blackberries)
- Sidewalks - make commitment to have sidewalks for the entire length of 99W through the city
- Commitment to install sidewalks on all streets within a few blocks of schools
- Make sure there is sidewalk at all tri-met bus stops
- Would like to see a paved path around the “lake” at one end of Cook Park. Currently can only go ¾ of the way around it. Needs 4<sup>th</sup> leg from behind CWS to the Tualatin/Durham park entry.
- Vision for Tigard - trails and sidewalks are important - not many ride bikes. Getting to the library is important, missing links on Hall and McDonald for sidewalks, need to hook up trails to walk and bike to Tualatin. Riding on Hall Blvd is not safe. Looking to connect trails. Also we want to connect to Cook Park, Bridgeport, Lower Boones Ferry and sidewalks. The Durham Rd improvement is great. There is a safety problem NB on 99W from Royalty Parkway with bus stops and people who walk across the street. I (resident) would walk to Goodwill or church from my house, but really need to improve safety there. What is the timing for ODOT to improve this?
- The city council allows fishing in Summerlake Park. This has depleted the lake of fish which leads to more mosquitos.
- Pathways create crime. Criminals can use paths to easily leave the area and meld into the population.
- Dead ends are good because they leave no egress for criminals in cars.

- I lived in SE Portland years ago and there was more interaction between neighbors because of the sidewalks. It is different in Tigard because of the lack of sidewalks.
- The city should concentrate more on the older areas of Tigard than on the Tigard Triangle. Build up downtown Tigard instead.
- Uses the trails to go to the library and the post office. Likes not having to ride a bike on the road.
- Would like a trail going all the way to Cook Park.
- I like not having sidewalks. We chose our neighborhood because of the rural feel. Not having sidewalks has not meant fewer interactions with neighbors. We just stand in the street as our road has light car traffic.
- Likes to see rainwater go right into the soil rather than running down concrete sidewalks.
- Sidewalks are OK for new neighborhoods where the streets are built wide enough but adding them to existing streets may cut into people's property too much.
- Be careful when making the downtown community. You may not be able to draw enough people to the downtown. Ask if the investments made will work.
- There are limitations and putting sidewalks everywhere is unaffordable. Concentrate only where there is a lot of traffic, such as Walnut Street or McDonald Street.
- We will not move from a car-oriented society.
- I was not advocating putting sidewalks in everyone's yard. Just put them where they are needed for school and safety reasons.
- Thanks to the City of Tigard for stop signs and speed humps installation on 110th Avenue.
- Is there a plan for bike paths to connect with the Tigard Street Trail?
- This is a nice vision for Tigard.
- Experience from real estate: people want to live where they can walk, bike, take transit
  - This is why the eastside is booming right now

## Recreation

- Read that city bought this building (gestures to Ferguson plumbing) – what are we going to do with it? Tear it down? For what? What about putting indoor tennis courts, Concerned about location for track
- Just one recreational opportunity you wish was in Tigard that you don't have now? Water park, splash pad, outdoor opportunity for kids to be in water. Recreational center. Outdoor play station water pad, like Beaverton area by the library or Jameson Park in Portland. Community educational classes for kids like the YMCA or THPRD offers. Portland and Beaverton are expensive. Programs, athletic and educational, like at the SW Community Center. We have nice parks. Smaller, family owned food places, not chains that are the cornerstone of places to meet.
- Tigard needs a sports complex in or near triangle
- Elmo Studds site is becoming a rock climbing facility
- Develop current park space into recreation complex with indoor tennis courts
- City is disjointed – no cohesive feature
- Solar lighting on paths would improve safety, Dave wouldn't want his daughter using the Fanno Creek Trail at dusk, but also doesn't want to see greenery cut down
- Expand police presence to bicycle patrols of Fanno Creek Trail
- Need things for kids to do
- Recreation program for who?
- I'm not a user, but maybe grandkids would like it.
- She likes having activities for kids.
- Do residents have to ask for this or will it get advertised somewhere?
- Likes the idea of city offering activities that encourage residents to get outside
- Could we do an indoor mountain biking facility? Attracts year-round participants
- Liked Family Fest, why can't we do community events like that? She would pay to participate
- Mini-greenways (like behind City Hall) are perfect for easy access and small-group/neighborhood movie showing in the summer
- Love idea of exercise equipment along park trails – even with her dog she could use it
- A mountain bike park! BMX/dirt bike – used to do short-track mountain biking at PIR.
- Shared example at Farmington Road in Beaverton.
- Needs to be bigger than Tigard's skate park – something with trails or a loop. New parkland on Bull Mountain? Trail on the outside for BMX - open trail space site near a playground and make it like a bicycle playground for all ages.
- Always wondered what's stopping Tigard from having a rec program like THPRD
- Recreation – needs include pickle ball, bocce ball. There are lots of onsite recreation opportunities already in Summerfield. Other needs include winter swimming. Pickleball is not a joke - it's a fastest growing sport. What about the scope of recreation. Seems like there are not enough little league or soccer fields, also an area of need. Everyone likes walking trails it stimulates people to move, make Fanno Creek Trail a focus, to encourage more physical activity. Green spaces are important, including for the Triangle. Should we have turf fields at Cook Park? Lacrosse is really big now, THPRD and LO have turf fields and you need multiple fields to have a tournament. This is a big deal for economic development because 34 teams show up and it's good for the local economy.
- Likes the partnerships between the pools and the schools
- She would be happy with anything, as long as options are available.
- I have been involved in developing visions statements in the past. It is hard to keep them under ten paragraphs. You did a good job. This works for me. But does the city need one?
- This is a good statement because it relates to transportation. We need to look at the future and how transit can benefit citizens and businesses. They need transportation choices. Focus on walkability and alternatives to cars. This leads to a better quality of life. People will be healthier.

- A recent trail project included connectivity but the potential is dim because of the city deeded the grassy right of way area to a homeowner in order to avoid liability. Now we do not have a means to get this connection without a legal fight. Some connectivity is difficult because of Tigard's geology.
- Remember that the City of Tigard went to the Supreme Court regarding land takings.
- Where are the public plazas?
- Exchange the word "walkability" with "bike-ability"
- What does this strategic plan do to streets, bike paths and other priorities? Property owners used to be required to take care of their own sidewalks. LID's assigned charges to owners but the business of sidewalks has evolved so now I have to pay for sidewalks again. I live in a subdivision and I paid for my sidewalk. I'm all for more but don't want to pay for miles of new sidewalks.
- Will any of the sidewalk projects in the upcoming year be paid for through LID's?
- There is a problem on 72nd Avenue because large semi-trucks pulling out onto 72nd from Lowe's drive over the sidewalk and curbs, ignoring traffic cones.
- Notice that Hillsboro doesn't have the same problems, and they spend more on activities and parks to serve youth

## General Comments

- Has lived in Tigard 32 years
- Walking with Council is a great idea!
- When are we hooking up water to Lake Oswego? Got another boil water notice, wants to distance our use of Portland service
- Portland missed the boat when they didn't license bikes.
- Media Attention – Negative attitudes toward government spending
- The way some of this stuff gets out (CRC and Portland Water example) makes folks think the funds are being misused.
- We elect Council to make these decisions for us
- Trouble is when someone is trying to leave a legacy and ego gets in the way.
- There are no easy decisions here
- City permitting process - Friend on Durham who wants to divide property but the city is requiring that he give the city a bunch of his land
- Heard him tell the story several times
- Don't know the details, but these things get around to other folks
- Tigard must overcome why there is cynicism – from other examples in the region - Examples: Cover Oregon, CRC. People don't like government and bureaucracy – the government doesn't always know best
- Reminiscent of the Bull Mountain Vote - Annexation and Incorporation failed. “It's eventually going to happen folks.” The density is coming and we have no other transportation plan
- Concern for how we can work together - How do we meet in the middle? - How are we going to get to some place where we can plan for future generations? If everyone would act in that way, it would be better
- People don't get involved unless their dog is in the fight
- Everyone benefits when the community is involved
- If we can get together we'll get a lot more done
- Clackamas County stats show that calls for crime increased after the light rail line to Clackamas Town Center was installed from 32% to 52%
- Fareless square was a homeless hotel
- Busses don't have same problem
- Gangs are frightening
- Crime will impact property values
- There was the same concern when the freeway system was built
- Gresham and Clackamas County know that they have a problem

## *Comments compiled from cards filled out by residents at conclusion of 5x3x10 events*

### Text on card for handout:

On March 11 Tigard voters approved ballot measure 34-210 which would have the city oppose future light rail or bus rapid transit without a vote.

### Question & Responses:

1. Did you vote on the measure?

Yes, I voted - 46

No, I didn't vote - 7

Not allowed to vote/live outside Tigard - 4

2. Did you vote yes or no?

Voted Yes on measure -- 13

Voted No on measure - 34

Didn't answer this question: 5

Comments:

- "that is private"
- "I would have voted yes but we're snowbirds"

3. Why did you vote the way you did?

- *blank/no answer: 6*
- I trust the city officials and staff to plan
- I want a further say on HCT
- No need for it since public has many opportunity for input; works against regional collection; many others
- Loss of control by Mayor (if passed)
- Do not stop studying the system
- Because planning has to be done
- To keep our options open
- I travel down 99W twice every day. I am tired of it taking the same amount of time to get from NE PDX on I-5 as it does to go down 99W
- Transit programs almost always are money losers
- I voted because this is a project that needs a public vote
- Didn't want Tigard's charter to say was against HCT
- stupid anti-planning law
- new to Tigard, OR
- need for traffic congestion
- I believe that the public are not trained - transportation trained
- Voters need to approve expense
- We need LRT
- Elected representatives should be responsible
- Too restrictive for elected officials
- Let's not slow down the process of moving people
- The citizens should determine how our city changes
- I would vote for further construction of future light rail
- We need to plan now for the future
- I am greatly in favor of all mass transit/rapid transit expansion
- I believe we must plan for the future
- We need planning
- Want HCT

- Because it takes a very big tool out of the toolbox when dealing with congestion
- I think high capacity transit is needed and important
- Common sense – keep Tigard in the planning!
- Would like voters to have input
- I want light rail HCT
- Didn't think it would make a difference
- Fiscal issues, and location issues, plus housing/density
- Poor PR by City of Tigard
- Bus service will handle transportation needs
- I want HCT
- The city's future depends on mass transit
- Because I want rapid transit in Tigard and I am concerned that leaving it to a vote will greatly hinder that
- Our community needs to be able to grow smartly without a ballot, don't like to mess with the charter
- Continue to study the issues
- Would have hamstrung the city in regional planning
- I'm German
- Distortion of existing traffic
- Poor wording and disagreed with their intent
- Because I support limitations of government
- To give the voters a voice
- I felt residents /taxpayers have the right to vote on such a major project

4. Are you in favor of HCT?

In Favor of HCT: 41

Opposed to HCT: 8

Undecided/did not answer: 7

a. Do you have a preference for Light Rail Transit (LRT) or Bus Rapid Transit (BRT)?

Prefer LRT- 20

Prefer BRT- 9 “prefer bus driver to interact with the riders”

No Preference/either is fine or a combination of both - 11

Undecided/did not answer – 6

Neither – 4

b. If no, why?

- “Light rail represents an unnecessary expense to our community to bear and does not address the primary concern of our residents.”
- “Concerned that both of these increase congestion and furthermore, Forest Grove, Hillsboro, Tualatin, etc. seem to have greater potential for jobs and shopping malls.”[sic]
- “Tigard is suburban, bring LRT or BRT would change Tigard to where it is not a great place to live”
- “LRT is inflexible, expensive and disruptive to the area during construction, likely to be prolonged”
- “Flexibility in being able to serve the future needs of a community are best served by an approach that also addresses flexibility – bus transportation is far more flexible than fixed-high cost rail”
- “Tired of govt. spending without approval”
- “Not sure until study is done”
- “We don't need to build tracks”

5. The city is developing a strategic plan to provide guidance and direction for the City of Tigard's priorities for the next 20 years. The proposed cornerstone of the plan is the following vision statement: The most walkable community in the Pacific Northwest where

people of all ages and abilities enjoy healthy and interconnected lives. Does this statement represent the long-term vision you have for Tigard, or not?

Yes - 35 | No - 5 | Not sure/didn't answer - 11

Comments:

- It's strange to read a vision on a 'walkable community' when discussing HCT
- Kind of. Would like to address technology in the statement
- This will appeal to new (younger) citizens coming to Tigard
- Yes & No
- Somewhat
- Need to think about it
- Not really
- Not really. Not sure whether this comes from but it does not reflect my vision
- I drive to the crockery and Home Depot, not walk. I walk daily for exercise and Tigard is already quite walkable. "Healthy and interconnected lives" have nothing to do with sidewalks, HCT and rail travel.
- I like bike trails connected all the way to Cook Park
- Come on, what kind of agenda is that for the city – we are a tree city already.
- "walkable" is not what I believe is the best word I would use in a place that has rain half of the year
- That would be nice
- Sure hope so! Love living in Tigard
- Mostly. A bit long-winded though.
- Very much the way to go
- Yes, planning for growth
- Yes, it would be more walkable with transit
- A lot of older neighborhoods do not have sidewalks though
- Yes, but there's a long way to go – many streets still don't have sidewalks (pockets still in Washington County). It is dangerous to walk to Fred Meyer from my house on Ventura Drive.
- Quite abstract but generally yes.
- Would like to see traffic on Pacific Hwy fixed, moving through more quickly. It is too congested. More sidewalks on side streets. Would like to see certified therapy dogs able to ride bus/MAX as long as they can show proof of status.
- Probably, yes.
- We already have this, doubling the population on the same amount of land would not make this the most livable community in the Pacific Northwest
- Not sure about the walking