



Transportation

*“To provide and encourage a safe, convenient,
and economic transportation system.”*





TRANSPORTATION

ADOPTED AMENDMENTS

EFFECTIVE DATE	CPA#	CHANGES
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SECTION COVER PHOTO: REX CAFFALL
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Transportation planning has been defined as “...the process by which transportation improvements or new facilities are systematically conceived, tested as to present and future adequacy, and programmed for future construction. Modern transportation planning emphasizes the total transportation system. It considers all modes of transport which are economically feasible to a state, region, or urban area.” (Goodman & Freund, Principals and Practices of Urban Planning, “Transportation Planning”)

GOAL 12: TRANSPORTATION

Transportation which requires local jurisdictions “to provide and encourage a safe, convenient, and economic transportation system.”

The transportation plan for Tigard reaches beyond the Tigard Planning Area and includes traffic and transportation impacts within other areas of the southwest sub-region of the Portland Metropolitan Area. METRO acts as the regional coordinator for transportation planning throughout the Portland Metropolitan Area. The other major service district impacting Tigard is Tri Met which is charged with the responsibility for providing public transportation throughout the metropolitan area.

The Comprehensive Plan proposes a land use plan that encourages and facilitates balanced transportation development for the City. The plan recognizes that land use and transportation investments are interconnected and that relationship should be reinforced to produce an acceptable urban environment.

Detailed historical information concerning transportation in the Tigard Urban Planning Area is available in the “Comprehensive Plan Report: Transportation.” Detailed current information is available in the 2001 Tigard Transportation System Plan.

The 2001 Tigard Transportation System Plan updates the comprehensive plan and policies. However, it does not fully replace all elements of the comprehensive plan adopted prior to the 2001 TSP. For this reason, a new Section has been added to the beginning of the Transportation Policies Section to encompass the system wide changes developed as part of the TSP process. Some of this information is repeated and expanded upon in other policy sections. Where

“Modern transportation planning emphasizes the total transportation system.”



a policy or implementation strategy specifically conflicts with the updated TSP, the specific policy or implementation strategy has been deleted.

Section 1: Transportation System

KEY FINDINGS

- There are 22 intersections near or at capacity based on the 2001 Tigard Transportation System Plan.
- There is no continuous bicycle network in Tigard.
- There are significant gaps in the sidewalk system with few interconnected locations linking to schools, retail, parks, and transit.
- Segments of Highway 217 and I-5 are over capacity and ORE 99W will continue to serve more through traffic in the future.
- Future traffic models indicate ORE 99W and half of the signalized traffic intersections fail within 20 years assuming no improvements are made.
- Travel time data on Highway 217 indicates that some of the slowest travel speed on the facility occurs in Tigard due to existing capacity issues and the need for interchange improvements.
- In the development of the transportation system plan, seven goals were identified which were used as the guidelines for the development of the policies and implementation strategies. The goals were: livability, balanced transportation system, safety, performance, accessibility, goods movement, and coordination.

GOAL:

12.1 Transportation System

POLICIES:

1. Plan, design, and construct transportation facilities in a manner which enhances the livability of Tigard by:
 - A. Proper location and design of transportation facilities.



- B. Encouraging pedestrian accessibility by providing safe, secure and desirable pedestrian routes.
 - C. Addressing issues of excessive speeding and through traffic on local residential streets through a neighborhood traffic program. The program should address corrective measures for existing problems and assure that development incorporates traffic calming.
2. Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes) by:
- A. The development of and implementation of public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.
 - B. Coordination with TriMet, and/or any other transit providers serving Tigard, to improve transit service to Tigard. Fixed route transit will primarily use arterial and collector streets in Tigard. Development adjacent to transit routes will provide direct pedestrian accessibility.
 - C. Construction of bicycle lanes on all arterials and collectors within Tigard consistent with the bicycle master. All schools, parks, public facilities, and retail areas shall strive to have direct access to a bikeway.
 - D. Construction of sidewalks on all streets within Tigard. All schools, parks, public facilities, and retail areas shall strive to have direct access to a sidewalk.
 - E. Development of bicycle and pedestrian plans which link to recreational trails.
 - F. Design local streets to encourage a reduction in trip length by providing connectivity and limiting out-of-direction travel and provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.
 - G. Tigard will participate in vehicle trip reduction strategies developed regionally targeted to achieve non-single occupant vehicle levels

“Encouraging pedestrian accessibility by providing safe, secure, and desirable pedestrian routes.”



- outlined in table 1.3 of the regional transportation plan.
- H. Tigard will support the development of a commuter rail system as part of the regional transit network.
3. Strive to achieve a safe transportation system by the development of street standards, access management policies and speed controls when constructing streets, and by making street maintenance a priority and through a comprehensive program of engineering, education, and enforcement.
- A. Design of streets should relate to their intended use.
 - B. Design safe and secure pedestrian and bikeways between parks and other activity centers in Tigard.
 - C. Designate safe and secure routes to schools for each school. Any new residential project should identify the safe path to school for children
 - D. Refine and maintain access management standards for arterial and collector streets to improve safety in Tigard.
 - E. Establish a city monitoring system that regularly evaluates, prioritizes, and mitigates high accident locations within the city.
 - G. New roadways shall meet appropriate lighting standards. Existing roadways shall be systematically retrofitted with roadway lighting.
 - H. Require new development to provide safe access to and to gain safe access from a publicly dedicated and improved street (i.e. dedicate right-of-way, if not already on a public street, and install improvements in rough proportionality to the development's impact) and provide safe access.
4. Set and maintain transportation performance measures that:
- A. Set a minimum intersection level of service standard for the City of Tigard and requires all public facilities to be designed to meet this standard.
 - B. Set parking ratios to provide adequate parking, while providing an incentive to limit the use of the single occupant vehicle.
 - C. Encourage working with other transportation providers in Washington County, including TriMet, metro and ODOT to develop, operate and maintain intelligent transportation systems, including coordination of traffic



5. Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel by:
 - A. The design and construction of transportation facilities to meet the requirements of the Americans with Disabilities Act.
 - B. The development of neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.
 - C. Work with Washington county and ODOT to develop an efficient arterial grid system that provides access within the City, and serves through City traffic.
6. Provide for efficient movement of goods and services through the design of arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of goods and services and the safe routing of hazardous materials consistent with federal and state guidelines.
7. Implement the transportation system plan (tsp) in a coordinated manner by coordinating and cooperating with adjacent agencies (including Washington county, Beaverton, Tualatin, Lake Oswego, city of Portland, TriMet, Metro and ODOT) when necessary to develop transportation projects which benefit the region as a whole in addition to the City of Tigard.

RECOMMENDED ACTION MEASURES:

- i. Design streets and highways to respect the characteristics of the surrounding land uses, natural features, and other community amenities.
- ii. Develop and maintain a pedestrian plan in Tigard, outlining pedestrian routes. Develop sidewalk standards to define various widths, as necessary, for city street types.
- iii. Develop and maintain a program of street design standards and criteria for neighborhood traffic management (NTM) for use in new development and existing neighborhoods. Measures to be developed may include (but are not limited to) narrower streets, speed humps, traffic circles, curb/sidewalk extensions, curving streets, diverters and/or other measures, as developed as part of a city NTM plan.



- iv. Develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Tigard.
- v. The regional transportation plan (RTP) and TriMet service plans will be the guiding documents for development of Tigard's transit plan. The city should provide input to TriMet regarding their specific needs as they annually review their system. This input should focus on improving service (coverage and frequency) to under-served areas. New transit service should be considered concurrent to street improvements when significant street extensions are completed. The city should encourage land intensive uses to locate near transit ways and require high intensity uses (i.e. large employment, commercial sites) to provide transit facilities. When bus stops reach 75 boardings per day, bus shelters should be considered in development review. Sidewalks should be available within $\frac{1}{4}$ mile from all transit routes and transit should be provided to schools and parks.
- vi. Develop a bicycle plan which connects key activity centers (such as schools, parks, public facilities and retail areas) with adjacent access. Standards for bicycle facilities within Tigard will be developed and maintained. Where activity centers are on local streets, connections to bicycle lanes shall be designated.
- vii. Develop a pedestrian plan which connects key activity centers with adjacent access. Require sidewalks to be constructed on all streets within Tigard.
- viii. Standards for pedestrian facilities within Tigard will be developed and maintained.
- ix. The bicycle and pedestrian plans will need to indicate linkages between recreational and basic pedestrian networks. A primary facility in Tigard should link together Fanno creek, Tualatin River and the BPA right-of-way in the west of Tigard. Design standards for recreational elements will need to be developed and maintained.



- x. Revise the code to require new streets built to provide connectivity to incorporate traffic management design elements, particularly those which inhibit speeding. As a planning standard, require local streets to have connections every 530 feet in planning local and neighborhood streets. The purpose of this policy is to provide accessibility within Tigard, with a focus on pedestrian connectivity. Pedestrian connectivity can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways where auto connectivity does not exist or is not feasible.
- “To provide accessibility within Tigard, with a focus on pedestrian connectivity”*
- xi. Support development of a commuter rail system connecting the south metro area to the Beaverton/Hillsboro area, with stop(s) in Tigard.
- xii. A functional classification system shall be developed for Tigard which meets the city’s needs and respects needs of other agencies (Washington County, Metro, ODOT). Appropriate design standards for these roadways will be developed by the appropriate jurisdiction.
- xiii. Place a high priority on routine street maintenance to preserve its infrastructure investment and improve safety.
- xiv. Undertake a process of defining school routes for pedestrians by working with the school district, citizens and developers.
- xv. Develop guidelines to provide access control standards and apply these standards to all new road construction and new development. For roadway reconstruction, existing driveways shall be compared with the standards and a reasonable attempt shall be made to comply (consolidating driveway accesses



or relocating driveways to a lower classification street are examples).

- xvi. Develop a process to review traffic accident information regularly to systematically identify, prioritize and remedy safety problems. Working with the county, develop a list of high collision sites and projects necessary to eliminate such problems. Require development applications to identify and mitigate for high collision locations if they generate 10% increase to existing traffic on an approach to a high collision intersection. Washington County's Safety Priority Indexing System (SPIS) could be used as a basis for determining high collision locations.
- xvii. Include paths to schools, parks, and town center areas as priority roadway lighting locations.
- xviii. Require development to provide right-of-way (if needed) and safe access as determined by application of the city's development code and standards for design. Require that the minimum city standards be met for half-street adjacent to developing property for a development to proceed (with consideration of rough proportionality). Apply this policy to both pedestrians and motor vehicles.
- xix. Monitor Metro and Washington County's current work to develop a level of service standard. Level of service e (and demand-to-capacity ratio of 1.0 or less), highway capacity manual, chapters 15, 16, and 17 (or subsequent updated references) is recommended to balance provision of roadway capacity with level of service and funding. ODOT, Metro, and Washington County performance standards should be considered on state or county facilities and for 2040 concept areas (as defined in table 1.2 of the RTP). The City will work to make the arterial & collector street systems operate effectively to discourage "cut-through" traffic on neighborhood and local streets.



- xx. Work toward the eventual connection of streets identified on the transportation plan map as development occurs, as funds are available and opportunities arise.
- xxi. As outlined in title 6 of the metro urban growth management functional plan, develop access connection standards. The arterial street system should facilitate street and pedestrian connectivity.
- xxii. Work with federal agencies, the public utility commission, the oregon department of energy and odot to assure consistent laws and regulations for the transport of hazardous materials.
- xxiii. Maintain plan and policy conformance to the regional transportation plan and transportation planning rule (oar 660-012). Seek compatibility with all adjacent county and city jurisdiction plans.

Section 2: Trafficways

KEY FINDINGS

- A need exists to place all of the existing public local and collector streets in the Tigard city limits under the city's jurisdiction.
- According to a Washington County computer study 48 60% of Tigard residents work outside of the Washington County area.
- Between 77 83% of Tigard residents commute to work by auto as single occupants.
- Major congestion problems within the city have resulted from the rapid population growth since 1970, creating a need for major street improvements.
- Corridor study for Pacific Hwy99W has not been prepared by Metro. It is the only major trafficway within the region which has not been studied. Pacific Highway, the major trafficway through the City, has the highest traffic volumes, congestion and accident[s] rates within the city. There is a need to prepare a corridor study for pacific highway. The City, Metropolitan Service District and [the] state should coordinate such a study.



- Many of the streets in Tigard are dead ended which adds to the congestion on existing completed streets. Therefore, a number of street connections need to be constructed.
- A major concern of the community regarding transportation is the need to maintain and improve the livability of residential areas in the face of increasing population and transportation requirements.
- The City needs to develop a strategy to coordinate public street improvements with private sector improvements to achieve the most effective use of the limited dollars available for road development and improvement.
- Major residential growth during the planning period is expected to occur in the westerly and southerly areas of Tigard. Both of these areas lack adequate improved trafficways.
- A need exists during the planning period to complete a collector street system between Scholls Ferry Road, Walnut Street, Gaarde Street, Bull Mountain Road, and Pacific Highway. The location of these connections needs to be coordinated between the City, county, state, and [the] Metropolitan service district.
- A need exists to complete the collector street system within the Tigard Triangle area to make more of this area accessible to developers, employers, and employees.

GOAL:

12.2 Trafficways.

POLICIES:

1. The City shall plan for a safe and efficient street and roadway system that meets current needs and anticipated future growth and development.
2. The City shall provide for efficient management of the transportation planning process within the City and the metropolitan area through cooperation with other federal, state, regional and local jurisdictions.



3. The City shall require as a precondition to development approval that:
 - A. Development abut a publicly dedicated street or have adequate access approved by the appropriate approval authority;
 - B. Street right of way be dedicated where the street is substandard in width;
 - C. The developer commit to the construction of the streets, curbs and sidewalks to city standards within the development;
 - D. Individual developers participate in the improvement of existing streets, curbs and sidewalks to the extent of the development's impacts;
 - E. Street improvements be made and street signs or signals be provided when the development is found to create or intensify a traffic hazard;
 - F. Transit stops, bus turnout lanes and shelters be provided when the proposed use of a type which generates transit ridership;
 - G. Parking spaces be set aside and marked for cars operated by disabled persons and that the spaces be located as close as possible to the entrance designed for disabled persons; and
 - H. Land be dedicated to implement the bicycle/pedestrian corridor in accordance with the adopted plan.
4. A change in roadway classification, or location shall require an amendment to the comprehensive plan transportation map, , the map will be amended by designating the location of the roadway and designating its classification.
5. The City shall support the goals and objectives of the Oregon Department of Transportation to improve traffic flow and capacity at the interchange of I-5 and Highway 217/Kruse way. However, the City retains the prerogative to review, comment, and concur with the actual alignments of the project.
6. The City shall adopt the following transportation improvement strategy in order to accommodate planned land uses in the Tigard triangle:
 - A. Highway 99W should be widened to 6 lanes throughout the study area (tool box). This improvement should be constructed in the short term. In the event that widening highway 99 to six lanes is prohibitive due to physical constraints, the Dartmouth extension could potentially provide needed northeast-to-southwest travel demand.
 - B. 72nd Avenue should be widened to four lanes with left turn lanes at



major intersections and the Hunziker/Hampton overcrossing should be constructed. These two improvements will provide additional roadway capacity for circulation within the triangle and for access to and from the triangle via 72nd Avenue. Construction of the Hunziker/Hampton overcrossing would have the additional advantages of eliminating geometric deficiencies at the highway 217/72nd avenue interchange; thereby providing further additional capacity at this interchange. For the buildout scenario (2015), these improvements will provide adequate capacity in the vicinity of the highway 217/72nd avenue interchange.

- C. The Hampton/Hunziker connection is only justified based on its operational relief to the 72nd interchange. Further study should be conducted to examine alternative measures to relieve this situation in a more cost effective way. Further study may indicate that extending Hampton further southwesterly (to connect with Hall Boulevard in The vicinity of McDonald Street) may better accommodate projected travel demand. Short of constructing this structure, a direct ramp instead of a loop ramp from southbound 72nd Avenue to northbound Highway 217 would provide additional capacity in the vicinity of the Highway 217/72nd Avenue interchange.
- D. Access from Dartmouth to northbound Highway 217 is critical to Tigard triangle traffic circulation; therefore, it should be studied as part of the Highway 217 corridor analysis to be performed by ODOT and Metro. Under existing conditions, there is significant roadway congestion near the Highway 99W/Highway 217 interchange. Construction of the Dartmouth extension and access to northbound highway 217 would mitigate congestion at this interchange because motorists in this area of the Tigard triangle would have the option to access northbound Highway 217 from Dartmouth or Highway 99W.
- E. Analysis indicates that there is a long term (20-30 years) need for Dartmouth Road to continue over Highway 217 and potentially south to Hall Boulevard as well as for extending the collector-distributor roads from the Highway 217/72nd Avenue interchange through the Highway 217/Highway 99W interchange. The Highway 217 corridor analysis to be performed by Metro and ODOT should consider the advantages and disadvantages of these improvements. The Dartmouth extension to Hall Boulevard should be constructed only if further system improvements to Hall Boulevard are made concurrently. If additional capacity is not added to Hall Boulevard



- south of where the Dartmouth extension would be connected, the effectiveness of this connection would be diminished. Alternatively, another roadway could be constructed that provides a connection from the Dartmouth extension to Hall Boulevard in the vicinity of McDonald Street.
- F. Adopt the functional classification plan for streets internal to the Tigard triangle as shown on figure 1. The following policies apply to local streets within the Tigard triangle:
1. Local street spacing shall be a maximum of 660 feet.
 2. Access way spacing shall be a maximum of 330 feet.
 3. Spacing of signalized intersections on major arterials shall be a minimum of 600 feet.
 4. Existing rights of way will, to the greatest extent possible, be utilized for a local street system. Right of way vacations will be considered only when all other policies in this subsection are met.
- G. The transportation projects described in this section should be added to the City of Tigard's transportation system plan. The City, ODOT, and Metro should work to include these improvements in regional and state implementation programs.
- (rev. Ord. 91-13; ord. 96-42)
7. The City shall adopt the following pedestrian, bicycle and public transit improvement strategy in order to accommodate existing and planned land uses in the Washington Square Regional Center:
- A. Commuter rail service and station: Washington County has proposed commuter rail services from Wilsonville to Beaverton on the existing freight line to the west of Highway 217. The City supports a commuter rail station in the vicinity of the north: mall to nimbus overcrossing.
 - B. Pedestrian improvements – SW Greenburg Road: construct pedestrian improvements on SW Greenburg Road between SW Hall Boulevard and Highway 217 to improve pedestrian crossing opportunities and safety.
 - C. Pedestrian improvements - SW Hall Boulevard: construct pedestrian crossing refuge (median) on SW Hall Boulevard between SW Pfaffle Street and SW Locust Street to improve pedestrian crossing opportunities and safety.
 - D. Pedestrian and bicycle improvements - SW Locust Street: Realign SW 90th Avenue across SW Locust Street to provide a four-legged



intersection at Locust Street. Construct curb extensions, sidewalks, and bicycle lanes to provide improved non-auto accessibility across and along Locust Street.

- E. Pedestrian access improvements - Washington Square Mall: Construct pedestrian improvements (e.g. sidewalks, landscaping, and connections from parking to the mall and surrounding arterials) in the Washington Square Mall area.
- F. Identify potential bicycle network alignments with connections to existing bikeways, neighborhoods and activity centers, with particular emphasis on extending the Fanno Creek bikeway along Ash Creek.
- G. Construct a pedestrian trail within and/or around the red tail public golf course. This presents an opportunity to provide a safe neighborhood walking/exercise area and to serve more of the population using existing resources.
- H. Provide pedestrian/bicycle connections on local streets to, from, and within new developments and redevelopments.
- I. Identify potential bicycle network alignments with connections to existing bikeways, neighborhoods, and activity centers, with particular emphasis on extending the Fanno Creek bikeway along Ash Creek.
- J. Shuttle/people mover: Develop local area transit service operating between the Washington Square Mall area, the Nimbus/Cascade districts, and Lincoln Center. The service could use the proposed connections across Highway 217. Initially a shuttle bus, in the future this service could be converted to some type of fixed route system.
- K. Transit center improvements: Construct capacity and facility improvements (e.g. real time transfer information, lighting, covered connections to the mall, and additional bus bays) to the existing transit center at the Washington Square Mall.
- L. Transit system improvements: The City supports transit routing and frequency improvements in the regional center. TriMet has provided an outline of potential service improvements and planning that would need to occur to implement these improvements. The range of improvements include relocating the transit center to provide better connections into the mall, coordinating park and ride facilities with the future commuter rail service, providing bus stop improvements in the regional center area, and decreasing transit service headways. Tigard, TriMet, and employers or developers in the district, should begin to develop a transit improvement plan for the district.



- M. Travel demand management program: The City recognizes the importance of developing a travel demand management program for the regional center area. Key features of this program will be a transportation management association (TMA) that coordinates the means of decreasing demand for single occupant vehicles within the regional center area, parking management strategies, transit system improvements, and travel demand management programs. The City of Tigard, Beaverton, Washington County, TriMet, METRO, ODOT, and employers in the area should begin to work together to refine this framework into a detailed plan for the area. (rev. Ord. 02-12)
8. The City shall adopt the following auto and roadway improvement strategy in order to accommodate existing and planned land uses in the Washington Square Regional Center:
- A. Near term traffic operations improvements: small-scale roadway operations improvement projects shall be implemented in the near future. These improvements correct existing system deficiencies or provide needed pedestrian, bicycle or transit facilities:
1. Develop signal timing improvements on Greenburg Road between Highway 217 and the Washington Square Mall.
 2. Construct a separate eastbound right turn lane from Hall Boulevard to Scholls Ferry Road. This could require Hall Boulevard overcrossing improvements.
 3. Construct pedestrian improvements throughout the district.
 4. Develop a shuttle system connecting Lincoln Center, Washington Square Mall and Nimbus Business Park.
 5. Evaluate and confirm that the southbound Hall Boulevard right-turn only lane into the Washington Square Mall at Palmsblad Lane should be eliminated. Restripe as appropriate.
 6. Develop signal timing improvements on Hall Boulevard that include capabilities to allow buses that have fallen behind schedule to travel to the front of the queue and travel through the signal prior to other traffic (“queue jumping capabilities”).
 7. Develop direct access from the Washington Square Mall to the Target store so that motorists do not have to travel on Hall Boulevard when traveling between the two facilities.
 8. In cooperation with the city of Beaverton and TriMet, identify a new park & ride site to replace the existing site that was intended to be temporary.



- B. Highway 217 improvements: Identify and plan for the implementation of improvements to Highway 217 and its interchanges between Interstate 5 and Highway 26.
- C. North: Mall to Nimbus Connection: Construct a bridge over Highway 217 connecting the Washington Square Mall with the Nimbus Business center. The bridge would include a two-lane roadway, bike lanes, sidewalks, and facilities for transit. The bridge is intended to be a facility for local travel within the regional center.
- D. SW Nimbus Avenue: There are two components of the SW Nimbus Avenue improvements:
 - 1. North of Scholls Ferry Road: Modify the existing roadway (north of Scholls Ferry Road) to a 3-lane facility with parking, bike lanes, and sidewalks. Potential for streetscape improvements including solid median with specific turn slots to individual properties.
 - 2. Nimbus to Greenburg connection: Extend SW Nimbus Avenue to meet Greenburg Road. This would be a 5-lane roadway with bike lanes and sidewalks, but no on-street parking.
- E. SW Lincoln Street: Modify Lincoln Street to provide a 3-lane section with parking, bike lanes, and sidewalks between SW Locust Street and SW Oak Street.
- F. SW Hall Boulevard: The Washington Square Regional Center task force identified this project as the fifth priority for implementation in the regional center area. The project would first be constructed to 3-lane standards with sidewalks and bike lanes at five lane limits between Oleson Road and Highway 217. If after other project recommendations have been constructed, it is found that Hall Boulevard still needs to be a five-lane facility, the roadway would then be widened again. In the interim, and as possible, the City of Tigard or ODOT would acquire the right of way necessary for a five-lane section.

As a three or five-lane facility, this project includes landscaped median with designated left turn pockets that also provide for improved pedestrian crossing opportunities. This is consistent with Metro the Regional Boulevard Designation for Hall Boulevard.

- G. SW Cascade Avenue: improve the existing roadway (north and south of Scholls Ferry Road) to 3-lane standard with parking, bike lanes, and sidewalks. Potential for streetscape improvements including



- solid median with specific turn slots to individual properties.
- H. SW Locust Street: Modify Locust Street between Hall Boulevard and Greenburg Road to include a three-lane section with parking, bike lanes, sidewalks, and other streetscape improvements to maintain as a lower speed street.
 - I. SW Oak Street: Modify the roadway to provide 2-lane section with parking, bike lanes, and sidewalk between SW Hall Boulevard and SW Lincoln Street.
 - J. Washington Square Internal Roads: Construct improvements to existing Washington square Mall internal circulation roads to public street standards with bike lanes and sidewalks.
 - K. Adopt the functional classification plan for streets internal to the Washington Square Regional Center as shown on figure 1. The following policies apply to local streets within the regional center:
 1. Local street spacing shall be a maximum of 530 feet.
 2. Access way spacing shall be a maximum of 330 feet.
 3. Spacing of signalized intersections on major arterials shall be a minimum of 600 feet.
 4. Existing rights of way will, to the greatest extent possible, be utilized for a local street system. Right of way vacations will be considered only when all other policies in this subsection are met.
 - L. The transportation projects described in this section should be added to the city of Tigard's transportation system plan. The City, ODOT, and Metro should work to include these improvements in regional and state implementation programs.

RECOMMENDED ACTION MEASURES:

- i. The City shall develop, adopt, and implement a master street plan that anticipates all needed trafficway improvements so as to plan for the necessary available resources to develop these streets when they are needed.
- ii. The city shall develop, maintain, and implement a capital improvements program which:
 - A. Is consistent with the land use policies of the comprehensive plan;
 - B. Encourages a safe, convenient, and economical transportation system;



- C. Furthers the policies and implementation strategies of the city's comprehensive plan;
 - D. Considers a variety of transit modes within the right-of-ways;
 - E. Meets local needs for improved transportation services;
 - F. Pursues and establishes other funding sources from the federal, state, regional and/or local agencies; and
 - G. Designates the timing of such projects to ensure their installation when those facilities are needed.
- iii. The City shall specify street design standards within the Tigard community development code.
 - iv. The City shall maintain the carrying capacity of arterials and collectors by reducing curb cuts and other means of direct access, and requiring adequate right-of-way and setback lines as part of the development process. The community development code shall state the access requirements for each street classification.
 - v. The City's Tigard Community Development Code shall require developers of land to dedicate necessary right-of-way[s] and install necessary street improvements to the City's standards when such improvements have not been done prior to the developer's proposals. These necessary dedications may be required upon approval of any development proposal.
 - vi. The City shall control and limit the number of access points and will signalize trafficways in a manner that provides for a consistent flow of traffic and therefore minimizes or reduces vehicular emissions.
 - vii. The City shall include provisions in the Tigard Community Development Code which addresses the aesthetic quality of the transportation system to ensure community livability and to minimize the effects on abutting properties. This can be accomplished through:
 - A. Building setback requirements;
 - B. Requirements for landscaping and screening and through other site design criteria for visual enhancement;
 - C. Limiting residential land uses along major arterial trafficways; and



- D. Sign controls.
- viii. The City shall coordinate their planning efforts with adjacent cities and other agencies e.g., Beaverton, Portland, Tualatin, Washington County, Metro, TriMet and ODOT.
- ix. The City shall work out reciprocal agreements with other agencies for exchanging information pertinent to local transportation planning.

Section 3: Public Transportation

KEY FINDINGS

- Since the oil embargos of the 1970s, the cost of motor fuels has increased fourfold.
- The Tri County Metropolitan Transportation District of Oregon (TriMet) is responsible for providing public transportation to the residents of Multnomah, Washington and Clackamas counties.
- Presently, there are eleven (11) bus lines that service the Tigard area.
- Public transit offers the community an opportunity to reduce traffic and pollution as well as increase energy efficiency.
- Work trips and shopping trips are most conducive to mass transportation.
- The proposed downtown TriMet Tigard Transfer Center will increase service and lessen travel time for riders.

GOAL:

12.3 Public Transportation



POLICIES::

1. The City shall coordinate with TriMet to provide for a public transit system within the planning area which:
 - A. Meets the needs of both the current and projected, for the Tigard community;
 - B. Addresses the special needs of a transit dependent population;
 - C. Reduces pollution and traffic; and
 - D. Reduces energy consumption.

2. The City shall encourage the expansion and use of public transit by:
 - A. Locating land intensive uses in close proximity to transit ways;
 - B. Incorporating provisions into the community development code which require development proposals to provide transit facilities; and
 - C. Supporting efforts by TriMet and other groups to provide for the needs of the transportation disadvantaged.

RECOMMENDED ACTION MEASURES:

- i. The City shall request TriMet to extend service to areas within the city that do not currently have service.

- ii. In the City's Community Development Code, the City shall require large developments to provide transit facilities e.g., pull offs and shelters, if such developments are located adjacent to transit routes.

- iii. The City shall propose land use densities, within the comprehensive plan, along transit oriented corridors that support public transportation service.

- iv. The City shall work with TriMet and other transit providers to encourage transit service for the transit dependent population e.g., the poor and handicapped.

- v. The City shall encourage its citizens to use mass transit systems, where possible, to make greater effectiveness of the transit system while reducing automobile usage.



- vi. The City shall coordinate with the transit providers to encourage carpooling and investigate if there is a local need for carpooling in the Tigard area.

Section 4: Transportation for the Disadvantaged

KEY FINDINGS:

- TriMet is responsible for providing handicapped transit accessibility including coordination of special transit services by social service agencies.
- TriMet conducts the detailed special handicapped transit planning necessary to identify required service improvements and adopt a plan for meeting federal requirements for handicapped accessibility.

GOAL:

12.4 Transportation for the Disadvantaged

POLICIES:

1. The City shall coordinate with Washington County, TriMet and other regional and state agencies in the identification and accommodation of individuals with special transportation needs.

RECOMMENDED ACTION MEASURES:

- i. The City shall require, through the implementation process, that parking spaces be set aside and marked for disabled persons [parking] and that such spaces be located in convenient locations.
- ii. The City shall continue to coordinate with [the] appropriate agencies in the identification and accommodation of those individuals with special transportation needs.



Section 5: Pedestrian and Bicycle Pathways

KEY FINDINGS:

- As the City of Tigard continues to grow, more people may rely on the bicycle and pedestrian pathways for utilitarian as well as for recreational purposes.
- In 1974, the City Council adopted a comprehensive pedestrian/bicycle pathway plan.
- The City has required adjacent development to install that portion of the bicycle/pedestrian pathways shown on the adopted plan which abuts the development.
- The City has implemented portions of the adopted plan through the city's overlay program.
- The adopted bicycle/pedestrian plan provides for a dual function pathway system; bicycles and pedestrians use the same system.

GOAL:

12.5 Pedestrian and Bicycle Pathways

POLICIES:

1. The City shall locate bicycle/pedestrian corridors in a manner which provides for pedestrian and bicycle users, safe and convenient movement in all parts of the city, by developing the pathway system shown on the adopted pedestrian/bikeway plan.

RECOMMENDED ACTION MEASURES:

- i. The city shall review each development request adjacent to areas proposed for pedestrian/bike pathways to ensure that the adopted plan is properly implemented, and require the necessary easement or dedications for the pedestrian/bicycle pathways.



- ii. The City shall review and update the adopted pedestrian/bikeway plan on a regular basis to ensure all developing areas have accessibility to the pedestrian/bikeway system.
- iii. The City shall coordinate with Washington County to connect the City's pedestrian/bike pathway system to the county's system.
- iv. City codes shall include provisions which prohibit motor driven vehicles on designated and maintained pedestrian/bicycle pathways.

Section 6: Railroads

KEY FINDINGS:

- Tigard is serviced by Southern Pacific and Burlington Northern railroad lines which carry strictly freight through the City limits.
- Within the downtown area each railroad company has its own tracking and the usage of those lines is based on the railroads' needs.
- There should only be one set of railroad tracks traversing the downtown area. The City is in the process of discussing this issue with both railroads.
- Many of the commercial and industrial businesses within Tigard rely on the railroads for the shipping and receiving of goods.
- The City is currently coordinating the upgrading of all the railroad crossings within Tigard with the railroads.

GOAL:

12.6 Railroads

POLICIES:

1. The City shall cooperate with the railroads in facilitating rail freight service to those commercial and industrial businesses within the city that depend on railroad service.



RECOMMENDED ACTION MEASURES:

- i. The city shall continue to coordinate with the Southern Pacific and Burlington Northern Railroads to provide adequate railroad service.
- ii. The City shall designate adequate commercial and industrial land within close proximity to existing railroad service lines to ease railroad accessibility to those businesses that rely on the service.
- iii. The City shall coordinate with the railroads to combine the tracking within the downtown area.

(rev. Ord. 02-03)