

## Tigard Beyond Tomorrow Transportation and Traffic

### **Direction Statement:**

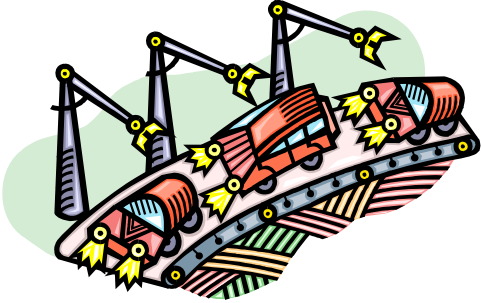
Tigard will take a proactive role in regional transportation planning. Funding sources will be diverse, include regional resources and shall be adequate to build and maintain our transportation system. Each type of street will safely handles the traffic it is designed to serve. Local traffic will be served by a well-connected street network that minimizes traffic impacts on neighborhoods. Tigard's arterials and major collector streets will accommodate through-traffic reducing the impact of regional traffic on local neighborhoods. Alternative transportation methods will be affordable and available. Use of alternative transportation will be encouraged.

### **2005 Progress Summary:**


Progress was made towards achieving all goals. The intersection capacity improvements to add a dedicated right-turn lane and extend the left-turn stacking at the McDonald Street/Highway 99W intersection were completed in August 2005. The City applied for and received a grant to prepare a Highway 99W Corridor Improvement and Management Plan. The study is expected to begin in early 2006 and will produce a package of projects aimed at congestion relief on Highway 99W. The Street Maintenance Fee revenue is being effectively used to resurface deteriorated streets in the City. A comprehensive review of school zone signing was completed to ensure that all school zones are properly signed and comply with the current law. The Wall Street/Hall Boulevard signalization project was initiated and completed at the end of 2005. The County MSTIP 3 project to improve Walnut Street from 121<sup>st</sup> to 135<sup>th</sup> Avenue was initiated and is in progress for completion in the spring of 2006. Intersection improvements, including signalization, of the 72<sup>nd</sup> Avenue/Dartmouth Street and Durham Road/108<sup>th</sup> Avenue intersections are funded and will be constructed in 2006. The Tigard Downtown Improvement Plan was completed in September 2005. A streetscape design project is now underway to provide a design theme unique to Tigard for incorporation in the catalyst projects to reconstruct and widen Burnham Street and to improve Main Street and other streets in the Tigard Downtown area. Additional traffic calming devices were installed to reduce speeds in residential neighborhoods. To enhance pedestrian safety, a sidewalk project was completed along Hall Boulevard north of the Highway 99W intersection to fill in gaps in the sidewalk in that area. Another project to extend the sidewalk further north along Hall is planned for early 2006. Finally, a sidewalk project on the west side of Hall near Bonita Road will be constructed during early 2006 to enhance pedestrian access to the bus stop in that area.

<b>GOAL</b>	<b>STRATEGY</b>	<b>PLANNED ACTIONS 1, 2, &amp; 5 YEARS</b>	<b>PROGRESS DETAILS</b>
#1) Improve traffic safety.	1) Discourage through-traffic on local streets.	<ul style="list-style-type: none"> <li>➤ Develop Comprehensive Traffic Calming Program - yearly implementation.</li> <li>➤ Implement Traffic Calming Program, which installs traffic calming measures appropriate to resolve speeding issues.</li> <li>➤ Enforce posted speed.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> The Comprehensive Traffic Calming Program is currently being developed. Traffic studies continued and specific traffic calming measures were developed for streets requiring traffic calming.</li> <li><input checked="" type="checkbox"/> The Police Department continued its emphasis on traffic enforcement. Saturation patrols were conducted routinely in conjunction with the cities of Tualatin and Beaverton.</li> <li><input checked="" type="checkbox"/> A comprehensive review of school zone signs for each school in the City was conducted to ensure compliance with the recent changes in the law and to verify adherence to the requirements in the National Manual on Uniform Traffic Control Devices. Signs were added or revised within each school zone as necessary.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Complete and adopt the Comprehensive Traffic Calming Program Plan</li> <li><input type="checkbox"/> Revise the school zone signing to comply with changes in the law effective July 1, 2006</li> <li><input type="checkbox"/> Continue of traffic enforcement efforts at key areas in the City.</li> <li><input type="checkbox"/> Continue working with residential neighborhoods to enhance safety by reducing excessive traffic speeds.</li> </ul>


## Transportation and Traffic – continued

GOAL	STRATEGY	PLANNED ACTIONS 1, 2, & 5 YEARS	PROGRESS DETAILS
	<p>2) Encourage through-traffic on major collectors and arterials.</p>	<ul style="list-style-type: none"> <li>➤ Widening and improvements of major collectors and arterials.</li> <li>➤ Identify and promote use of through routes.</li> <li>➤ Examine and implement ways to maximize use of existing lanes.</li> <li>➤ Accelerate removal of vehicles after minor accidents.</li> <li>➤ Work with Oregon Department of Transportation and Metro to pursue funding for improvements to Highway 99W and Hall Boulevard.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ The McDonald Street approach to Highway 99W was improved to add capacity to the intersection. A dedicated right-turn lane and extension of stacking for the through and left-turn lanes greatly improved movement through this intersection.</li> <li>☒ 121<sup>st</sup> Avenue received a new pavement overlay and was restriped with permanent striping for greatly improved ride-ability and visibility, especially at night.</li> <li>☒ Signalization of the Wall Street/Hall Boulevard intersection was completed in December 2005. This signal provides controlled and safe access to and from the Tigard Library.</li> <li>☒ Signalization of the intersection of 108<sup>th</sup> Avenue and Durham Road was funded in FY 2005-06 and will be constructed in 2006.</li> <li>☒ Intersection improvements, including signalization, are also funded for the 72<sup>nd</sup> Avenue/Dartmouth Street intersection in the Tigard Triangle.</li> <li>☒ The County MSTIP 3-funded improvement project to widen and reconstruct Walnut Street between 121<sup>st</sup> and 135<sup>th</sup> Avenues is currently in progress and is expected to be completed by mid-2006.</li> <li>☒ The City applied for and received a Transportation and Growth Management (TGM) grant to prepare a Highway 99W Corridor Improvement and Management Plan. The preparation of the plan is expected to begin in April 2006.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Identify projects to draw traffic from Highway 99W, provide improved local circulation, and reduce traffic congestion on Highway 99W.</li> <li>☐ Work with Washington County, ODOT and the County consultant to complete the Hall Boulevard/Highway 99W intersection design and move the project into construction beginning early 2007.</li> <li>☐ Resurface and restripe Greenburg Road from its intersection with North Dakota Street to Center Street to correct pavement deficiencies and improve visibility and ride-ability.</li> <li>☐ Complete the Highway 99W Corridor Improvement and Management Plan for use in identifying and constructing projects to relieve congestion on that highway.</li> <li>☐ Design and construct the 72<sup>nd</sup>/Dartmouth and 108<sup>th</sup>/Durham Road intersection projects.</li> </ul>

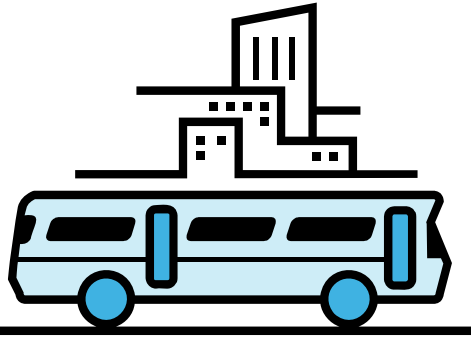
## Transportation and Traffic – continued

GOAL	STRATEGY	PLANNED ACTIONS 1, 2, & 5 YEARS	PROGRESS DETAILS
	3) Reduce actual speed on neighborhood streets.	<ul style="list-style-type: none"> <li>➤ Strict enforcement of posted speed limits and other traffic regulatory requirements through dedication of more resources in this area.</li> <li>➤ Traffic calming measures.</li> <li>➤ Implement and enforce traffic control measures where appropriate.</li> <li>➤ Controlled access to collector roads.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ The Traffic Calming Program continued with installation of speed humps on Park Street, Fern Street and Summerfield Drive. New devices will be speed cushions in the future (speed humps with slots for emergency vehicles) to address concerns from emergency responders.</li> <li>☒ Traffic volume and speed studies were again performed throughout the year to provide information for use in traffic calming and in planning street expansion projects.</li> <li>☒ The Police Department continued to use the Multi-Agency Traffic Team concept to address speeding issues through saturation patrols in conjunction with the cities of Tualatin and Beaverton.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Continue traffic calming efforts to reduce excessive speeding in residential neighborhoods.</li> <li>☐ Continue selective enforcement efforts, especially in school zones and in residential neighborhoods with speeding issues.</li> <li>☐ Continue providing assistance to neighborhoods through current programs (Radar self-help and SMART trailer programs).</li> <li>☐ Continue access control and consolidation of driveways as appropriate.</li> </ul>
#2) Improve traffic flow.	1) Develop a program to implement the Transportation System Plan.	<ul style="list-style-type: none"> <li>➤ Review all existing streets to be connected for feasibility of connection.</li> <li>➤ Prioritize street connections in order of importance.</li> <li>➤ Develop funding strategy for City-funded street connections.</li> <li>➤ Where possible, preserve and protect existing natural areas.</li> <li>➤ Design transportation facilities to include natural features and promote connectivity to open space, greenways, and natural area access.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ The Transportation Financing Strategies Task Force recommended adoption of a local gas tax tied to improvements on Highway 99W.</li> <li>☒ The City is conducting an alternatives analysis of the Greenburg Road/Highway 99W/Main Street intersection to determine feasible solutions to the traffic bottleneck at that location. The findings of the study will be incorporated into the corridor study for prioritization of projects.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Identify potential projects to be funded through a proposed local gas tax.</li> <li>☐ Complete design of Burnham Street in accordance with the streetscape design theme being developed in support of the Downtown Improvement Plan.</li> </ul>
	4) Ensure appropriate placement and visibility of signs	<ul style="list-style-type: none"> <li>➤ Ensure street signs, bike paths and other directional signs are visible and properly placed</li> <li>➤ Cut branches away from signs where needed</li> <li>➤ Ensure that landscaping along streets is maintained so that they do not impede traffic flow</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ Street crews continued the program of streetscape maintenance to ensure that signs within the rights-of-way are visible to motorists.</li> <li>☒ A comprehensive review of the school zone signs was conducted to ensure compliance with recent legislation and with the Manual on Uniform Traffic Control Devices. Additional signs were installed as a result of this review.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Review school zone signs to determine changes necessary to comply with the most recent legislation, which becomes effective July 1, 2006.</li> <li>☐ Continue to perform periodic streetscape maintenance to ensure visibility of signs within the rights-of-way.</li> </ul>

## Transportation and Traffic – continued

GOAL	STRATEGY	PLANNED ACTIONS 1, 2, & 5 YEARS	PROGRESS DETAILS
#2) Improve traffic flow.	1) Develop a program to implement the Transportation System Plan.	<ul style="list-style-type: none"> <li>➤ Review all existing streets to be connected for feasibility of connection.</li> <li>➤ Prioritize street connections in order of importance.</li> <li>➤ Develop funding strategy for City-funded street connections.</li> <li>➤ Where possible, preserve and protect existing natural areas.</li> <li>➤ Design transportation facilities to include natural features and promote connectivity to open space, greenways, and natural area access.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ The Transportation Financing Strategies Task Force recommended adoption of a local gas tax tied to improvements on Highway 99W.</li> <li>☒ The City is conducting an alternatives analysis of the Greenburg Road/Highway 99W/Main Street intersection to determine feasible solutions to the traffic bottleneck at that location. The findings of the study will be incorporated into corridor study for project prioritization</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Complete design of Burnham in accordance with the streetscape design theme being developed in support of the Downtown Improvement Plan.</li> </ul>
	2) Look for additional points of connectivity.	<ul style="list-style-type: none"> <li>➤ Coordinate with other jurisdictions for connection points.</li> <li>➤ Communicate the need for local street connections to reduce the traffic impact on existing neighborhoods.</li> <li>➤ Consider opening streets closed with cables while being sensitive to traffic calming devices on the street being opened</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ New local street connections are incorporated into new development projects as they arise.</li> <li>☒ 114<sup>th</sup> between Bull Mountain Road and Gaarde was paved and opened to provide a direct connection between those two streets while Mapleleaf between 71<sup>st</sup> &amp; 72<sup>nd</sup> Avenues was widened and paved.</li> <li>☒ The City of Beaverton continues to pursue funding for the Murray Boulevard Extension connecting Murray to Barrows at Walnut Street.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Continue to require connectivity as part of developments and continue to look for opportunities to construct street connections.</li> </ul>
	3) Design and implementation of traffic flow enhancement.	<ul style="list-style-type: none"> <li>➤ Synchronization of state, county and city traffic signals.</li> <li>➤ Improve dialog for efficiency of traffic signal synchronization.</li> <li>➤ Coordination with other jurisdictions for continuity of enhanced flow.</li> <li>➤ Emphasis on street striping.</li> <li>➤ Increased street lighting throughout City streets.</li> <li>➤ Emphasize maintenance of areas where clear sight distance is necessary.</li> <li>➤ Ensure that landscaping along streets is maintained so that they do not impede traffic flow.</li> <li>➤ Improved signage on freeways and arterials.</li> <li>➤ Encourage construction of new toll roads as opportunities arise.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ The annual street striping program addressed those streets with faded striping to provide enhanced visibility of street striping and markings.</li> <li>☒ The Hall Boulevard/99W intersection will be expanded to provide additional capacity and improve north-south traffic movement along Hall Boulevard. This project is entering the design phase for construction to begin in early 2007.</li> <li>☒ The City's Code Enforcement Officer is cognizant of clear vision problems and routinely takes action to have home owners comply with the clear vision area whenever problems are identified. Clear sight distance was enhanced at certain areas in the City through coordination with property owners or maintenance by the City's street crews.</li> <li>☒ A streetscape design project is now underway for the entire Tigard downtown area to develop a design theme that would be applied to the various streets in the downtown.</li> <li>☒ Burnham Street will be designed for reconstruction and widening in the next two to three years. The street design will incorporate the streetscape design theme now being developed for the area.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Continue to address clear vision problems and take action to resolve them as they are identified.</li> <li>☐ Continue working with County and ODOT staff to move the Hall/99W intersection project through the design phase into construction.</li> <li>☐ Begin the design of Burnham Street and identify rights-of-way needed for the street widening. Project construction will be scheduled in 2007-08.</li> </ul>


## Transportation and Traffic – continued

GOAL	STRATEGY	PLANNED ACTIONS 1, 2, & 5 YEARS	PROGRESS DETAILS
	4) Reduce reliance on Highway 99W for local traffic use	<ul style="list-style-type: none"> <li>➤ Implement the recommendations in the TSP to extend Walnut Street and improve Commercial and Tigard Streets.</li> <li>➤ Work with ODOT to study the feasibility of closing and consolidating access along 99W.</li> <li>➤ Investigate the feasibility of closing cross traffic at Greenburg and 99W.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ Following the completion of the Downtown Improvement Plan, the project to establish a feasible corridor for the Walnut Street Extension was divided into two phases. Phase 1 from Fanno Creek through the downtown area to connect to Hunziker will begin in early 2006.</li> <li>☒ The Highway 99W Corridor Improvement and Management Plan will provide a package of projects aimed at congestion relief on 99W. It will include access management as a key component of the plan.</li> <li>☒ The Greenburg Road/Highway 99W/Main Street alternatives analysis began in the fall of 2005 and should be completed by January 2006. The findings of the study will be incorporated into the corridor plan.</li> <li>☒ The Region 1 Manager, Matt Garrett, met with City Council twice during the year and committed to maintain a continuing dialog with the Council. He has since been appointed to the ODOT Director's.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Establish dialog with the new Region 1 Manager after the position is filled.</li> <li>☐ Complete the Greenburg Road alternatives analysis, report the findings to Council, and incorporate the recommendations into the Corridor Plan.</li> <li>☐ Begin the Corridor Plan in April 2006 and complete it by 12/06.</li> </ul>
<p>#3) Alternative modes of transportation are will be available and use is shall be maximized.</p>	<p>1) Identify alternate transportation modes.</p> <div style="text-align: center;">  </div>	<ul style="list-style-type: none"> <li>➤ Enhance off-street bikepath/pedestrian walkway connectivity.</li> <li>➤ Explore rail commute options.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li>☒ The segment of Fanno Creek Trail from Fanno Creek through the library site to Wall Street was completed in December 2005.</li> <li>☒ A marked crosswalk was installed and a paved shoulder was constructed on SW North Dakota to connect two offset Fanno Creek trail segments.</li> <li>☒ A sidewalk project to fill in gaps in the sidewalk system along Hall Boulevard north of the Highway 99W intersection was completed.</li> <li>☒ Federal funding for the Commuter Rail project was secured and the project is resuming at the 75% design stage. The project is expected to be completed in 2008 to include a rail station in Tigard east of Main St.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li>☐ Connect the Fanno Creek Trail within the library property north of Fanno Creek to Hall Boulevard directly across from the existing trail. Install a marked crosswalk at Hall Blvd. to facilitate pedestrian crossing there.</li> <li>☐ Construct the half-street improvements on Commercial Street from Lincoln Avenue to Main Street. This project will provide safe pedestrian access from the residential area north of Commercial Street to the upcoming commuter rail station and to the Tigard downtown area.</li> <li>☐ Continue the sidewalk extensions on Hall Boulevard further north from the project completed in 2005.</li> <li>☐ Continue working with TriMet to enhance transit stops through construction of sidewalks and other amenities at those locations.</li> </ul>

### Transportation and Traffic - continued

GOAL	STRATEGY	PLANNED ACTIONS 1, 2, & 5 YEARS	PROGRESS DETAILS
	2) Encourage uses of alternate modes.	<ul style="list-style-type: none"> <li>➤ Endorsement of increased gas tax and registration fees and provide data to support increases.</li> <li>➤ Encourage establishment/construction of HOV lanes on state highways.</li> <li>➤ Support reduced fares for transit users.</li> <li>➤ Investigate feasibility of fare-less (or very low fare) square concept for Tigard in areas such as Downtown Tigard, Washington Square, City Hall, Library, etc.</li> <li>➤ Educational campaign to increase awareness of alternate modes.</li> <li>➤ Work with TriMet on security provisions for mass transit ridership.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> The City's telecommuting and eco-incentive programs continue.</li> <li><input checked="" type="checkbox"/> Efforts continue to be made in encouraging use of alternate modes.</li> <li><input checked="" type="checkbox"/> The Memorandum of Understanding executed with TriMet establishes the framework for joint projects to enhance transit use in Tigard. One initial project to be constructed in early 2006 is sidewalk installation along Hall Boulevard to enhance pedestrian access to the transit stop near Bonita Road.</li> <li><input checked="" type="checkbox"/> The Tigard Police assigned a police officer to TriMet to serve as part of the Transit Police force.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Construct the sidewalk improvements to enhance pedestrian access to the transit stop along Hall Boulevard near the Bonita Road intersection.</li> <li><input type="checkbox"/> Continue support of TriMet security through Transit Police assignment.</li> </ul>
	3) Encourage development of alternate modes.	<ul style="list-style-type: none"> <li>➤ Coordinate with other jurisdictions for continuity of various modes.</li> <li>➤ Participate in regional efforts to develop &amp; promote use of alternate modes.</li> <li>➤ Require development of bikepath/pedestrian walkway connectivity.</li> <li>➤ Review &amp; provide connections in existing areas.</li> <li>➤ Focus efforts on improvements to provide enhanced connectivity for pedestrian and bicycle travel as alternative modes of transportation.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Worked with TriMet on the development of the Commuter Rail project design. Reviewed plans up to the 75% stage.</li> <li><input checked="" type="checkbox"/> Street connectivity for improved traffic and pedestrian circulation where feasible remained a significant requirement for each new development proposed.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Begin the design and right-of-way acquisition for the greenbelt trail project in the Washington Square Regional Center area. Schedule the project for construction in 2006, or 2007.</li> <li><input type="checkbox"/> Construct the half-street improvements on Commercial Street to provide access to the Tigard downtown area from Lincoln Avenue.</li> <li><input type="checkbox"/> Complete the Fanno Creek Trail segment from Hall Boulevard to Fanno Creek on the library property.</li> <li><input type="checkbox"/> Work with TriMet in the identification and implementation of transit enhancements at various locations Citywide.</li> </ul>

## Transportation and Traffic – continued

GOAL	STRATEGY	PLANNED ACTIONS 1, 2, & 5 YEARS	PROGRESS DETAILS
	4) Support and Promote ECO (Employee Commute Options) Rules	<ul style="list-style-type: none"> <li>➤ Encourage private sector to promote an ECO program by providing space in public communications such as Cityscape, Focus on Tigard and Business Tax renewal notices</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> The City continued its emphasis of the ECO program by supporting the countywide program through participation by City employees.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide more emphasis of the program through the city’s existing communication channels, specifically the City website, the Cityscape publication, and news releases.</li> </ul>
<p>#4) Identify and develop funding resources.</p> 	1) Examine current and possible new sources of funding.	<ul style="list-style-type: none"> <li>➤ Examine current funding sources and possible new sources of funding including matching funds for grant programs.</li> <li>➤ Present recommendations to City Council for discussion.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> The Transportation Financing Strategies Task Force recommended adoption of a local gas tax once projects are identified from the Highway 99W studies. This could add up to a million dollars each year targeted at specific projects to provide congestion relief on 99W.</li> <li><input checked="" type="checkbox"/> The Task Force presented the concept to City Council in February 2005 for discussion and made its recommendation at the Council meeting on July 26, 2005.</li> <li><input checked="" type="checkbox"/> Applied for and received a Transportation and Growth Management grant (\$176,000) for preparation of a Highway 99W Corridor Improvement and Management Plan.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Continue the Task Force efforts to evaluate new funding sources for major street projects.</li> <li><input type="checkbox"/> Evaluate the feasibility of a system development charge for transportation to supplement the Countywide Traffic Impact Fee and capture more of the true impact of development on the City’s transportation network.</li> <li><input type="checkbox"/> Seek to obtain funding for major projects through future County MSTIP programs by working with the County Transportation Advisory Committee and Coordinating Committee.</li> </ul>
	2) Implement recommendations.	<ul style="list-style-type: none"> <li>➤ Implement short-term measures.</li> <li>➤ Initiate long-term measures.</li> </ul>	<p><b>Accomplishments in 2005:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Set the basis for future adoption of a local gas tax targeted at specific projects to provide congestion relief on Highway 99W.</li> </ul> <p><b>Focus For 2006:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Identify high-priority projects for design and construction through a local gas tax.</li> <li><input type="checkbox"/> Establish a public process to select projects for construction using a local gas tax.</li> <li><input type="checkbox"/> Begin the public process late in 2006 carrying over into 2007.</li> </ul>

QUESTIONS OR COMMENTS? Please contact the following staff person: Gus Duenas, City Engineer, 503-639-4171 ext. 2470 e-mail: [gus@tigard-or.gov](mailto:gus@tigard-or.gov)