



Achieving the Tigard Complete Streets Vision

Introduction

Tigard's Complete Streets Vision Statement was developed in collaboration between Tigard's Transportation Advisory Committee (TTAC) and city staff. It responds to the question, "What do we imagine our ideal transportation system looking like in 10-20 years?"

"Tigard is a vibrant and healthy community where people of all ages and abilities can travel safely, efficiently and comfortably on a well-connected and optimized multi-modal network of roads, trails, and paths."

-Complete Streets Vision Statement

With the understanding that decisions made in the immediate and near future will impact the City's ability to achieve this vision over the long run, specific actions would need to be taken now to make directional shifts towards the desired end state. In an effort to identify the opportunities and obstacles to achieving the vision, project staff sought feedback from the Tigard Transportation Advisory Committee (TTAC) and from the Complete Streets Work Group; the project advisory committee comprised of Tigard city staff and agency partners including ODOT, Washington County, and Tualatin Valley Fire & Rescue. Input gathered during these activities will be used to shape Tigard's Complete Streets Policy and Implementation Plan going forward.

Findings Summary

Given that TTAC is comprised of volunteers from the community representing users of Tigard's transportation system and the Complete Streets Work Group is largely comprised of city staff and agency or jurisdictional partners charged with oversight and administration of Tigard's transportation system, the two groups will have different perspectives on the opportunities and obstacles to achieving the Complete Streets Vision Statement. Even so, each group identified funding (or lack thereof) and significant physical barriers (highways and railroads) as the two most significant obstacles. Similarly, although not prioritized at the same level, each group identified sidewalk infill and completing the pedestrian and bicycle network (neighborhood routes and on trails) as some of the greatest opportunities. TTAC identified "New Funding Sources" as their highest ranked opportunity, whereas the Work Group suggested utilizing new growth and development to build complete streets as their highest ranked opportunity. Of note is the fact that both groups also identified Tigard's current pattern of development as an obstacle; something embedded in, or related to many of the other issues raised during these sessions.

Tigard Transportation Advisory Committee

The Tigard Transportation Advisory Committee (TTAC) acts as an advisory body to the Tigard City Council and staff and to provide a venue for citizen involvement opportunities in transportation matters and increase community awareness of transportation issues that affect the City of Tigard. They are responsible for advising staff on project priorities for the city's Capital Improvement Plan (CIP); they provide input on transportation system plan development, project and program development; and they provide feedback to staff on neighborhood traffic issues and concerns.

At their first meeting of the year on January 2nd, 2019, TTAC members were asked to provide input on the opportunities and obstacles to achieving the Complete Streets vision. One committee member scribed input on flip charts as individual members suggested their ideas. TTAC members were provided a second opportunity to add any additional items to the lists through an online survey open between January 3rd and January 6th. Between January 6th and January 8th, TTAC members were then asked to provide their top five priorities from the lists of opportunities and obstacles. Seven TTAC members indicated their top-5 priorities by assigning points as shown on Table 1.

Table 1: TTAC Opportunities and Obstacles Activity

TTAC Opportunities and Obstacles Activity			
Opportunities	Points	Obstacles	Points
New Funding Sources	38	Lack of funding/money	118
Robust Citywide Traffic Calming Program	35	Big barriers: highways and/or rail	38
Complete Regional Trail Network	34	City government priorities or lack thereof	27
Well-Funded Sidewalk Infill Program	30	Right of way/cost	17
Prioritize projects linking schools & parks to neighborhoods	29	Real and Perceived Safety Concerns	17
Lower Speed Limits	21	Lack of physical space	11
Participate in Pilot Projects	19	Fire/Emergency Service constraints on complete streets design	9
Pedestrian Crossing Safety Improvements	19	Lack of mixed-use development/walking or biking destinations	8
Coordination with other goals/projects	15	ODOT (lack of jurisdictional control)	6
Targeted Traffic Enforcement	10	Increasing traffic	4
Provide ped/bike connections at cul-de-sacs and dead-ends	8	Lack of information (routes, wayfinding)	4
Take regional leadership role in ped safety measures	6	Existing development patterns	3
Roving Open House	4	Business and/or freight interests	2
Jurisdictional Coordination	4	Environment	2
Robust bike/ped/transit links to commercial zones	4	Lack of promotion (i.e. radio/tv)	0

Location-Community Feedback / Safety Survey	2		
Advertise Regional Trails and Connections	2		
Annual Event Highlighting Trail System	1		
Wayfinding Signage Program	1		
Engage businesses to support commute options (walk/bike/transit)	0		
Identify Bike Paths	0		
ADA/Accessibility Audit	0		

Tigard Complete Streets Work Group

The Tigard Complete Streets Work Group is comprised of the Complete Streets Project Team, city staff from Public Works, Community Development, Risk Management, Safe Routes to School, and from the Tigard Police Department; jurisdictional partners including Washington County and the Oregon Department of Transportation (ODOT); and Tualatin Valley Fire & Rescue. The Work Group serves in an advisory capacity to the Project Team and is responsible for reviewing and approving final Complete Streets work products.

At their first meeting on January 10th, 2019, members of the Work Group were asked to provide input on the opportunities and obstacles to achieving the Complete Streets vision. The project consultant scribed individual members' suggestions on flip charts and then each member was provided with three sticky dots to indicate their top priorities as shown in Table 2 below.

Table 2: Work Group Opportunities and Obstacles Activity

Work Group Opportunities and Obstacles Activity			
Opportunities	Dots	Obstacles	Dots
Growth- Req. Developers to build Complete Streets (CS)	5	Money and Resources	6
SW Corridor	4	Highways and arterials	4
Project Lists: Identify priorities for Complete Streets	3	Mobility/throughput, especially for larger roads	3
Other Planning Processes, Docs (Red Rock Creek Trail Plan)	3	Adequate parking and access	2
Hall Boulevard Transfer Project	2	Congestion concerns	2
ADA Transition Plan Work	2	Natural resource constraints/ barriers, requirements, cost	2
Strategic Vision	2	Car culture	2
Climate Change	2	Limited flexibility to quickly change long term requirements	1
Planned Development (i.e. River Terrace)	1	Ability to maintain- depends on design	1

Partnerships to resolve issues	1	Lack of sidewalks/ existing development patterns	1
Sidewalk Infill	1	Finding balance	1
Comprehensive context/guidance to dev. trails/paths	1	Lack of land control	1
Enhance emergency access/ safety	1	Accessibility requirements	0
Technology changes	1	Limited capacity of maintenance staff	0
Desire to be outside/ Be active in good weather	1	Coordination needs	0
Update Bike and Ped Maps	1	Access by alternate modes	0
72nd Ave Study	0	City commitment to implement	0
Support of Council (Balance)	0		
Info regarding bike/ped projects	0		
Urban Planning and Improvements	0		